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RAILFAN & RAILROAD

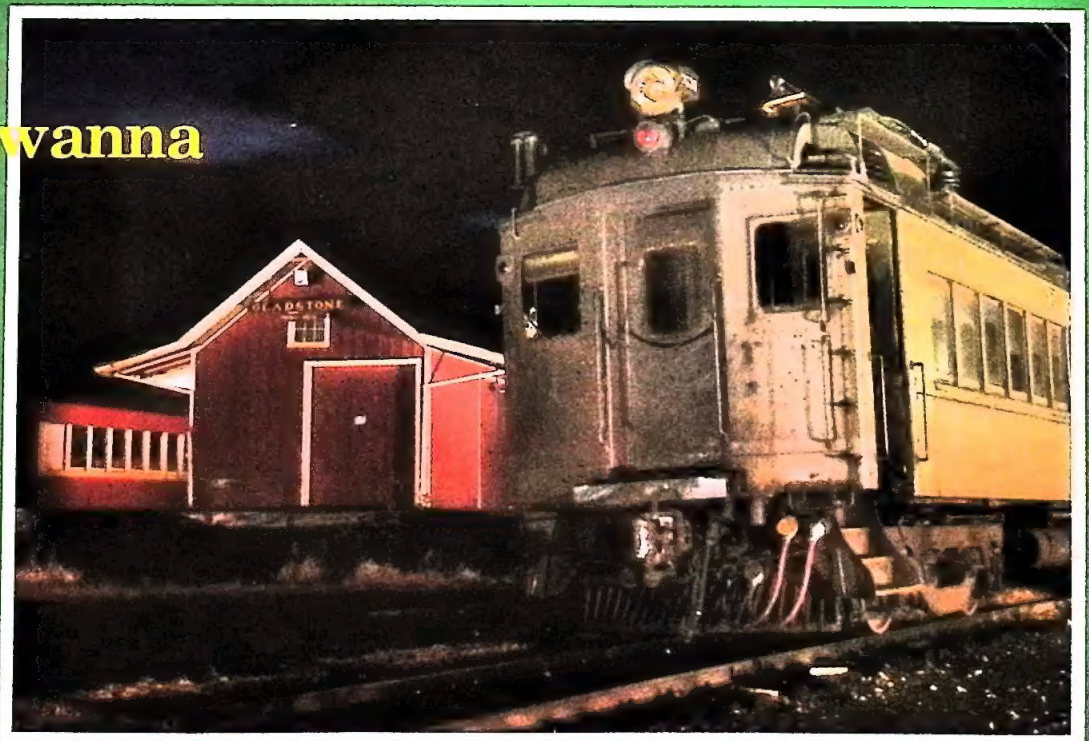
48760

CHRIS D'AMATO

Narrow gauge today: White Pass & Yukon Route

50 years of Lackawanna electrics

The D&TSL



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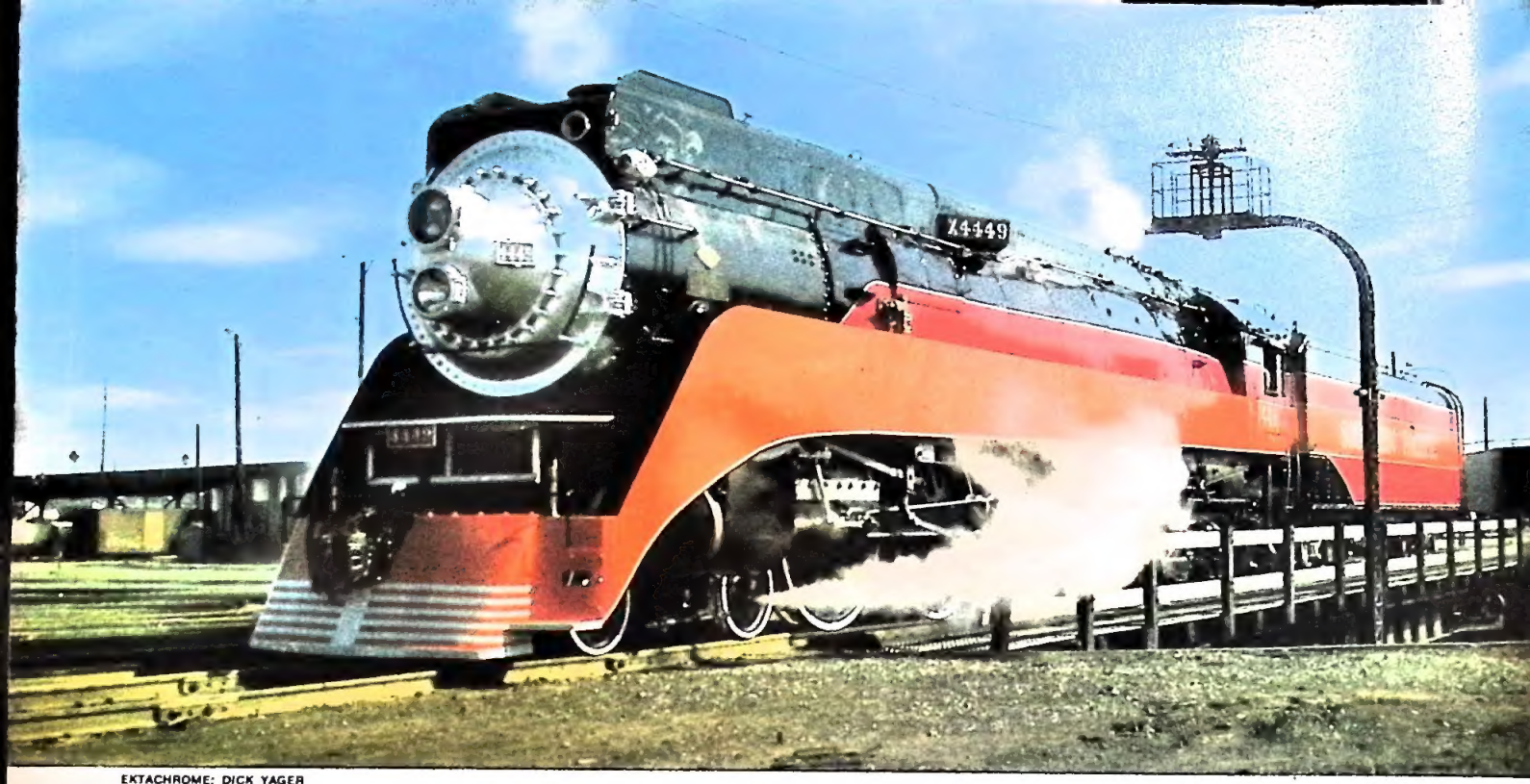

EKTACHROME: DICK YAGER

Railnews

IN *DAYLIGHT* COLORS of gleaming Imron paint, Portland's GS4 4449 is back in the employ of the Southern Pacific as the railroad's representative at the Sacramento Railfair in May. She emerged steaming in the new colors for the first time here in Portland on April 3, 1981. On April 7 the 4449 took a freight consist to Eugene and returned with 35 cars, 2450 tons, hitting 62 m.p.h!

EKTACHROME: MARK KASZNIAK

SOUTH SHORE LINE'S ten new GP38-2s wear simplified Chessie colors; 2004 and 2003 were at Bailly on January 31.

KODACHROME: JOHN C. BENSON

DETROIT & MACKINAC has received four ex-PRR C425m's rebuilt by GE-Hornell. Numbers 1280, 181, 281, 381 represent "date acquired."

KODACHROME II: R.R.WALLIN COLLECTION

DETROIT & TOLEDO SHORE LINE'S original diesel colors were yellow and deep blue as on 46 and 44 at Detroit in August 1962; note different herald positions. Nickel Plate black followed circa 1963. Typical Geeps and Bicentennial 76 were at Lang in Toledo (**right**) in April 1977.

KODACHROME: JIM BOYD

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From the Publisher's desk: That favorite railroad

Conrail inherited from Penn Central the West Shore, once the New York West Shore & Buffalo Railroad running from Hoboken to Buffalo and whose history is recommended as fun reading. The West Shore became part of the New York Central System, and much of the freight destined for New York City rolled down the west bank of the Hudson for transfer to waiting lighters or barges. In 1945 my parents moved to West Englewood, N.J., only a short walk from the West Shore main line, and the following year I was enjoying both a return to civilian life and the last great days of steam on a four-track railroad.

K-11 class Pacifics were used in abundance both in commuter and way freight service (called "ping pongs" because they bounced back and forth). Among the sub-classes were K-11f, K-11e, K-11b, K-11c, K-11d. These were handsome machines built around 1912-1913 by Alco and Baldwin, with some sub-classes being built by both manufacturers. The 4500s were originally built for heavy-duty service but had been bumped by heavier Pacifics and the later Hudsons and Mohawks. These were versatile engines, and I recall seeing a K-11a in Chicago used in passenger switching service.

Commuter service was heaviest at the southern (eastern) end, with some trains terminating at Dumont and others further up the line at Haverstraw. Passenger service extended as far west (north) as Albany, and there was still connecting service on the Catskill Mountain branch out of Kingston behind wheezing Ten-Wheelers including early F-x class engines. Albany trains were handled by both Pacifics and Hudsons. I saw and snapped 5200—the first Hudson—once at West Englewood, on March 29, 1948.

I never saw any Mikados in action, although once in a while one would be seen at the Weehawken roundhouse. They had been used during the peak traffic war years. Mohawks handled most of the heavy traffic, again in several classes: L2 assorted sub-classes, L-3 and L-4. On heavy freight they would frequently doublehead. Only once did I hear of a Niagara coming down the West Shore, it had a string of Pullmans on a West Point Special. The train couldn't turn at West Point, so it had to run down to Weehawken to turn. This was in February 1947 on a bitterly cold day, and the train came through about three hours later than our phone information indicated it would.

Enlivening any day on the West Shore were the occasional NYO&W trains which would pass through, both freight and passenger. I'm still ticked at the doubleheader I missed with a W class 2-8-0 ahead of a 450 series 4-8-2. The shutter stuck on my Kodak Medalist 1, and the negative looked great with a K-11 superimposed over it. The NYO&W ran the first diesels (other than switchers) on the West Shore, and we considered them a welcome relief from a steady diet of K-11s and L-2ds.

We'll talk more about this in the next issue.

Hal

TRAIN MPA

RAILFAN & RAILROAD

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cover

Three six-motor GE units have just brought the mixed train into Bennett on the narrow-gauge White Pass & Yukon in October 1980. The first two are in the old paint scheme, while the solid blue with white is the new standard. It's Chris D'Amato's Kodachrome, and he tells all, beginning on page 28. Gladstone, N.J., is the surprisingly rural terminus of the former-DL&W Gladstone Branch which is still served by 50-year-old m.u. cars in traditional green or—like the car beyond the freighthouse—a new rendition of traction orange or tuscan red. Kodachrome by Win Cuisinier with lighting by Win Cuisinier and Jim Boyd. See page 48.

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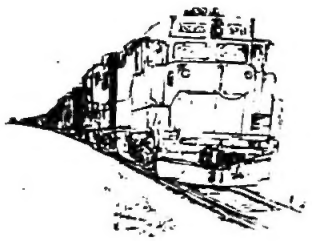

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Fanmail

Car spotting

Your magazine is very good around railroads but could use a consultant for the infrequent introduction of antique cars. The Ford pictured on page 38 and mentioned on page 41 is of 1930 or 1931 vintage, not 1934.

GEORGE WEISS
Augusta, Ga.

Boy, did we get a lot of letters on this one! In writing the article I used the data on the cars that was printed in the Steamtown Weekend itinerary, which, indeed, described the '34 Cabriolet. I wasn't familiar enough with antique cars to spot the fact that a change had been made. Don Ball explains that the '34 Cabriolet had just completed an $18,000 restoration, and its owner wasn't about to take it out in that awful weather and arranged for Paul Sargent of Fairley, Vt., to fill in with his "stock" 1930 Model A—J.B.

Schaumburg's Fault

DATELINE: California 1981. Exclusive to RAILFAN & RAILROAD (see map page 12 March issue).

Recent activity along the Newton-Boyd Fault has scrambled the geographical topography of the Sunshine State. Tremors were first noticed by railfans witnessing UP 6900s pushing 100+ car trains from Las Vegas to San Francisco over Nojac Pass.

A spokesman at UP headquarters was unable to provide any additional information about the new procedure of having the caboose at the front of the train, but doubted that the Operating Department was trying to bring back cab-forwards to the West Coast. Some surprise was expressed at the apparent speed with which the ICC approved direct running over former WP tracks to San Francisco. However, glum silence is probably the best description of the reaction noted when it was pointed out that the UP now had to route traffic to Los Angeles over the SP from Ogden.

A query to the ATSF office in Los Angeles brought the response that no great change in the railroad's traffic pattern was expected as a result of the geographic shift along the Newton-Boyd Fault. Off the record, the spokesman did indicate being somewhat unprepared for the sudden change in climate but was still quite relieved that the office hadn't wound up in Portland.

Meanwhile, it was expected that all would be relatively quiet at the SP offices in San Francisco considering their previous experience with earth shaking events at that location. The SP did, however, issue an emphatic denial of the rumor that the entire Board of Directors had been overheard raising their voices in a chorus of "I left my *Coast Daylight* in Old Monterey". The SP further denied having any knowledge of any problems Amtrak might be having with the Mexican authorities in clearing their passenger trains across the border, now only a hundred miles south of San Francisco.

California state authorities would only comment that any official action on the shift would first have to be mapped out.

DON MITCHELL
Coronado, Cal.

While the editor must bear final responsibility for the geological catastrophe resulting from the transposition of Los Angeles and San Francisco on that map, he is giving full honors to the magazine's resident cartographer, Bill Schaumburg, for creating the dislocation in the first place; henceforth the Newton-Boyd Fault shall be known as Schaumburg's Fault. You folks in Wyoming had better be thankful that I caught the Granger/Cheyenne transposition before the map left the office; it was not one of Bill's better days—J.B.

BAR BL2s

As mentioned in your March '81 RAILNEWS, six Bangor & Aroostook BL2s are currently stored at Northern Maine Junction (the 55, 56, 52, 51, 54 and 557). However, it is the 50, not the 53 at Derby. The 53 and F3 47 were involved in a 1972 derailment at Eagle Lake, and parts from both units were used to rebuild F3 49.

GLEN C. PERRY
Rockland, Me.

Thanks for the correction; in the Good News Department, we have been advised that the "new scheme" 54 is back in service—J.B.

Centennials!

I'd like to compliment you on the coverage of the Union Pacific's DDA40Xs in the March, 1981 issue. However, a few small

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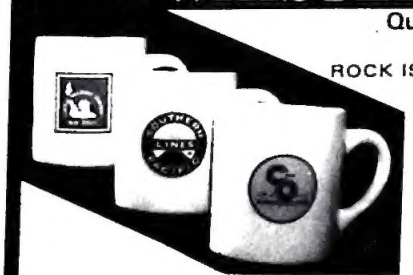

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flaws crept into the article which bear correcting.

First, the FTX is the *Fast Trailer Express*, not *Expediter*, and the OMN is the *Overland Mail Northwest*. Secondly, the term "fast forty" as applied to the 8000 series SD40-2s is strictly a railfan term, as these units are simply "8000s" to UP men.

I would also take exception to the description of these locomotives as "riding better than the proverbial Pullman." If Pullmans rode like the 6900s, it is no wonder Americans turned to automobiles and jets. Due to the massive weight of these locomotives, as well as the length, they are very prone to severe vertical bouncing. Riding through the Northwest at 40 or 50 m.p.h. may give the impression of a silky ride, but try 70 m.p.h. on long tangents, especially if there is 39-foot jointed rail underfoot. These big units simply do not compare with a good SD40-2 when it comes to ride or tracking.

Also, the figure of 23,000 miles per month for these units is a myth. The individual mileage figures listed on page 16 of *Centennials in Action* reveal that even the highest-mileage 6905 has averaged only 7,453 miles per month. One of the reasons most of them are in storage now is the very high failure rate and subsequent low availability figures for this particular model of locomotive.

Still, anyone would have to be impressed by these locomotives, especially if he is from the proverbial "poor side of the tracks" (Milwaukee Road). The Union Pacific has made these units a symbol of the entire railroad, and it is difficult to forsee a sudden change of heart and summary retirement, although this did happen to the E units.

STEPHEN A. LEE
Cheyenne, Wyo.

Have been intending to write for some time to tell you how much I enjoy the "new" RAILFAN & RAILROAD magazine. The recent articles about steam locomotives have been especially interesting, and for my money you don't owe the diesel fans any apologies for running too much steam. Please continue to keep us advised of steam happenings.

Your remarks in MARKERS in the March 1981 issue about delivering the new UP Centennials rang a bell when you mentioned the 6903. This unit was destroyed in Cajon Pass in a rear-end collision on April 6, 1974, which killed the front brakeman and seriously injured the engineer. I was on duty at the West Tower at Barstow that evening and delivered the orders and clearance card to this train. A

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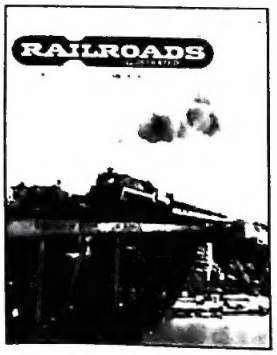

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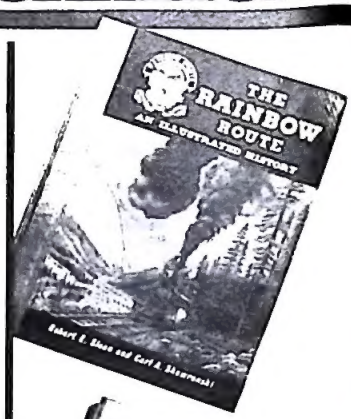

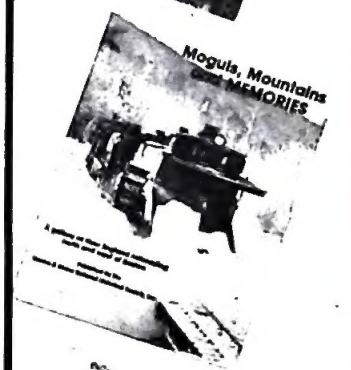

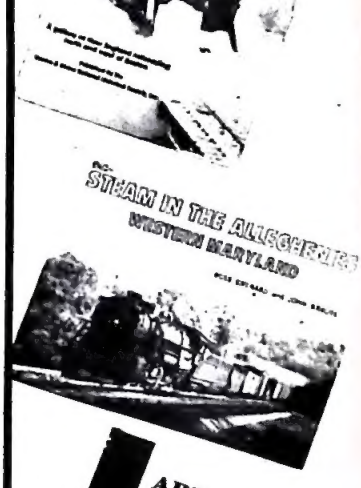

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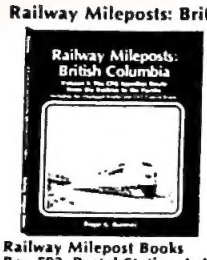

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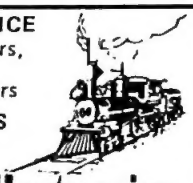

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NICKEL PLATE
765

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WALLIN'S COLOR SLIDES
SUMMER SHOW SCHEDULE

BUFFALO, NY
May 17 — Sunday
Western NY Railroadiana Show
Airport Holiday Inn

BLOOMINGTON, IL
May 24 — Sunday
GM&OHS Railroadiana Show
Miller Park Pavilion

ST. CHARLES, IL
June 24 — Sunday
(35 mi. W. of Chicago)
Midwest Railroadiana Show
Kane County Fairgrounds

DENVER, CO AREA
July 18-19 — Sat/Sun
Mile High Railfair
Jeff. County Fairgrounds, Golden

AUSTINTOWN, OH
August 9 — Sunday
(Youngstown area)
5th Annual Railroadiana Show
Austintown—Fitch High School

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Write for additional information.

Richard R. Wallin
P.O. Box 1784, Springfield, IL 62705

few weeks later I saw the carcass of the 6903 go past the tower in an eastward UP train on its way to be scrapped.

CHARD L. WALKER
Hesperia, Cal.

I was looking forward to a long-overdue account of Union Pacific's big Centennial engines in your usually-fine magazine, but I was very disappointed by what was offered (March 1981). Instead of an interesting story about the workings and unique characteristics of these engines, we were treated to yet another railfan travelogue, "We pulled out of here and made good time until we got there . . ." etc., etc. Where was information about, say, 6900 performance capabilities and maintenance characteristics, and where were interviews with the *people* who run them? Except for the pictures and an occasional remark about engine noise or tracking ability, the article could have been about anyone's railroad.

Come on, folks, we deserve a closer look at contemporary railroading than this!

KURT ARMBRUSTER
Seattle, Wash.

⊂ *George Cockle's book* Centennials in Action *will tell you all you want to know about the technology of the Centennials and then some; there was no point in duplicating existing information when the description of railfans riding and running the 6900s was the object of the article. We printed a rather thorough feature on the development of the Centennials and their predecessors in "Last of the Giants" in the Fall 1975* RAILFAN—J.B.

Alpha Codes

Jim Shaughnessy's story on the Central New York Railroad reminded me once again how ugly AAR Alpha Codes are. Now, if the accountants want to use them that's fine, but isn't "CNY" a more agreeable abbreviation than CNYK? How about C&CV instead of the horrible "CACV", or a simple L&S to replace the unreadable "LASB" (sounds like the name of a dog.) I don't want to single out the Delaware Otsego lines, either. How did the late Erie Western become ERES instead of EW? Why must the Genesee & Wyoming be the GNWR rather than the G&W? Or the St. Lawrence Railroad, once the N&StL, which is now the SLAW. Slaw is a cabbage product, not a railroad. The point of this raving is that it would be nice if, for the sake of esthetics, you could make a stylistic point of using common sense abbreviations rather than the official (but strange) Alpha Codes. If not, I'll threaten to search the *Official Guide* for more ghastly examples.

TOM NELLIGAN
Somerville, Mass.

⊂ *I totally agree; in the future we'll identify the Alpha Codes where appropriate but stick to traditional initials when writing*—J.B.

Mystery engine

What locomotive is that across the turntable pit from the 614 at Hagerstown in the photo on page 50 of the January 1981 issue?

KEITH MacCAULEY
Hannon, Ontario

⊂ *That is Reading 4-8-4 2100, acquired along with the 2101 from the scrap merchant in Baltimore for the* American Freedom Train. *It has been used as a "parts engine" for the 2101 and was especially useful in restoring the 2101 after the fire for the B&O Museum. Its future disposition has not yet been decided*—J.B.

The March issue

Just a appreciative note to let you know that a recent Princeton Junction to Floral Park (Long Island) rail trip—including both a change at Penn Station and, of course, Jamaica—went very much quicker because of the "narrative" stories in the March '81 issue of RAILFAN!

"Riding the Centennials", the Steamtown, "Snow Day" and the 614 safety features made the early morning trip much easier to do—I was able to read of railroading while experiencing a high-speed sprint into New York City. The narrative format encouraged me on several occassions to look out the train's window just after the writers had mentioned looking ahead for signals. Keep this type of reporting flowing.

JOHN J. KILBRIDGE, JR.
⊂ East Windsor, N.J.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

CHESSIE SYSTEM: Schedule for Chessie's Safety Express "Operation Lifesaver" public excusions powered by C&O J3a 4-8-4 614. Added attraction for 1981 is former-Milwaukee Road "Super Dome" lounge car.

June 6, Detroit to Grand Rapids ferry; **June 7,** Grand Rapids to St. Joseph, Mi., round trip; **June 13,** Grand Rapids to Plymouth, Mi., round trip; **June 14,** Grand Rapids to Barr Yard (Chicago) ferry; **June 20,** Chicago to Garrett, Ind., round trip; **June 21,** Chicago to Hartford, Mi., round trip; **June 27,** Akron, Ohio, to Pittsburgh, Pa., round trip; **June 28,** Akron to Pittsburgh ferry; **July 11,** Pittsburgh to Meyersdale, Pa., round trip; **July 12,** Pittsburgh to Somerset, Pa., round trip.

There are no trips scheduled between July 13 and September 11. **September 12,** Cumberland to Terra Alta (17-Mile Grade) round trip; Sept. 13, Cumberland to Somerset, Pa., (Sand Patch Grade) round trip; **Sept. 19,** Cumberland to Brunswick ferry; **Sept. 20,** Silver Spring to Philadelphia round trip; **Sept. 26,** Baltimore to Harpers Ferry and Martinsburg round trip via Old Main Line; **Sept. 27,** Baltimore to Harpers Ferry and Martinsburg round trip via Silver Spring.

October 3, Baltimore to Harpers Ferry and Martinsburg going via Old Main Line and returning via Silver Spring. **Oct. 4,** Baltimore to Richmond, Va., ferry; **Oct. 10, 11,** Richmond to Balcony Falls round trip each day; **Oct. 16,** Newport News to Richmond (C&O Centennial and Yorktown Bicentennial Celebration) round trip; **Oct. 24, 25, 31** and **Nov. 1,** Huntington to Hinton, W. VA., round trips each.

Round trip fares for either open-window or air conditioned cars are $33 for adults and $25 for children under 12. Children under 5 who do not occupy seat ride free. Premium service accommodations in dome-lounge, parlor and observation-lounge cars, which include complimentary light meals, are $60 per seat. One-way ferry trips are $20 adults, $15 children and $40 premium. Coach fares will be quoted between intermediate stations on one-way ferry moves.

For ticket information, contact: Safety Express, Box CJ, 2 N. Charles St., Baltimore, MD 21201, or local sponsoring groups.

SOUTHERN RAILWAY, 1981 Excursion Schedule. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Engine 4501 is SR 2-8-2; 2716 is ex-C&O 2-8-4; and FP7s are green and gold diesels.

June 13, 14, Alexandria to Front Royal, Va., and return each day (WAC); **June 20, 21, 27** 4501 Alexandria to Charlottesville and return each day (WAC); **June 28,** FP7s Alexandria to Harrisonburg and return (WAC); **July 25,** 4501 Alexandria to Richmond, Va., one way (ODC).

August 1, 2, 4501 Richmond to Keysville, Va., and return each day (ODC); **Aug. 8, 9** 4501 Raleigh, N.C., to a destina-

tion to be determined (ECC). **Aug. 15, 16,** 4501 Winston Salem to Asheville, N.C., and return each day (WSC); **Aug. 22, 23,** 4501 Atlanta to West Point, Ga., and return each day (ACN).

September 1-2, NRHS Convention Special with FP7s from Alexandria, Va., to Oakdale, Tenn., continuing Oakdale to Louisville with 2716 (RCN); **Sept. 5,** 2716 Louisville to Cincinnati via L&N SR (NCS); **Sept. 7,** 2716 Louisville to Huntingburg, Ind., and return (NCS); **Sept. 12, 13,** 2716 Huntingburg to Herrodsburg, Ky., and return each day (MCH); **Sept. 19-20,** 2716 Lexington, Ky., to Chattanooga Choo Choo on Saturday and return to Lexington on Sunday (BRM); **Sept. 26, 27,** 2716 Cincinnatti to Danville, Ky., and return each day (CRC).

October 3, 4, 2716 Knoxville, Tenn., to Asheville, N.C., and return each day (OSM); **Oct. 10, 11,** 2716 Asheville to Knoxville and return each day (ACV (AVD), **Oct. 17, 18, 24, 25,** 2716 Chattanooga to Crossville, Tenn., and return each day (TVRM); **Oct. 31, Nov. 1, 7, 8,** 2716 Atlanta to Toccoa, Ga., and return each day (ACN); **Nov. 14, 15,** 2716 Birmingham to Opelika, Ala., and return each day (HOD).

The sponsoring organizations are: (WAC) Washington Area Chapters NRHS RRE, P.O. Box 456 Laurel, MD 20810; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ECC) East Caroline Chapter NRHS; (WSC) Winston Salem Chapter NRHS; (ACN) Atlanta Chapter NRHS, 1844 West Rugby, College Park, GA 30337; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (NCS) NRHS Convention Special, William F. Mayer, 4027 Busath Ave., Louisville, KY 40218; (MCH) Mayor's Committee of Huntingburg, P.O. Box 10, Huntingburg, IN 47542; (BRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40501; (CRC) Cincinnati Railroad Club; (OSM) Old Smoky Museum, (AVC) Asheville Civitan; (TVRM) Tennessee Valley Railraod Museum, P.O. Box 5263, Chattanooga, TN 37406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201.

Note: We did not have complete addresses for all organizations when we went to press. For those trips contact Southern Railway, P.O. Box 1808, Washington, DC 20013.

GALESBURG, ILLINOIS, June 4-7. Fourth Annual "Railroad Days" featuring parades and activities downtown and tours of BN yard and museum. CB&Q 4-6-4 on display by passenger depot. Antique cars and meetings of regional railroad clubs. Contact: Galesburg Area Chamber of Commerce, P.O. Box 631, Galesburg, IL 61401; 309/343-1194.

PLEASANT LAKE, INDIANA, June 13, 20. Two special events on the Little River Railroad, 4.5 miles south of Angola, Indiana, on Old U.S. 27. **Saturday, June 13:** Ride the Little River's first mixed train "Railfan Special" on a 40-mile round trip on the Hillsdale County Railway. The train will have 4-6-2 110 and a heavyweight combination coach with HCRR freight cars. Space is very limited and reservations are required. **Saturday, June 20:** "The Fremont Special" will feature a 24-mile three-hour round trip Pleasant Lake to Fremont with an all-reserved train. Contact: Little River Railroad, P.O. Box 178, Angola, IN 46703, or call 219/825-9182.

ROANOKE, VIRGINIA, June 13-14. Southern Ry.'s *Best Friend of Charleston* will be on N&W rails at the Roanoke Transportation Museum. See also Roanoke NRHS passenger car fleet, including ex-ICRR round-end obs. Contact: Roanoke Transportation Museum, 802 Wiley Dr., Roanoke, VA 24105; 703/342-5670.

MORRISVILLE, VERMONT, June 14. Passenger excursions on the Lamoille Valley Railroad using chopped-nose RS3 and three Conway Scenic coaches, sponsored by the American Cancer Society. Three runs (schedule times not yet available), one Morrisville to Cambridge Junction and two Morrisville to Greensboro Bend through the Fisher covered bridge. Contact: Lamoille Valley Railroad, Stafford Ave., Morrisville, VT 05661; 802/888-4255.

TOLEDO, OHIO, June 26,27. "Cherry Festival Special" 14-car N&W diesel powered excusion to the Mad River Museum at Bellevue, Ohio, and the Cherry Festival, whose theme is 100 years of railroading in Bellevue. Train departs N&W Front Street Yard in Toledo and makes round trip each day over former W&LE to Bellevue. Ferry move Toledo to Bellevue Sunday evening will permit a Bellevue-Toledo-Bellevue round trip Sunday only. Stops will be made at Oak Harbor and Fremont. Adult fares $24, children $15. Contact: Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; 419/483-6235.

SOUTH ELGIN, ILLINOIS, June 27. "Electric Railroad Fair '81" at Fox River Trolley Museum, State Rte. 31, from 10:30 a.m. to 6:00 p.m. All day pass $6.00 in advance, $8,00 at gate; single-ride fares also available. Activities include special photo opportunities at Coleman, railroadiana and model displays and flea market plus historical, artists and crafts displays. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177

ROANOKE, VIRGINIA, July 4-5. N&W Veterans Day at the Roanoke Transportation Museum. Numerous displays of N&W diesel locomotives, cars, engineering and signal exhibits. N&W films and live steam meet. Contests include Morse telegraphy and handcar racing. Contact: Roanoke Transportation Museum, 802 Wiley Dr., Roanoke, VA 24015; 703/342-5670.

DENVER, COLORADO, July 11. Union Pacific steam excursion to Sterling, Colo., and return with 4-8-4 8444 (or 4-6-6-4 3985, if available). Consist will include air conditioned streamlined coaches, open door baggage car with

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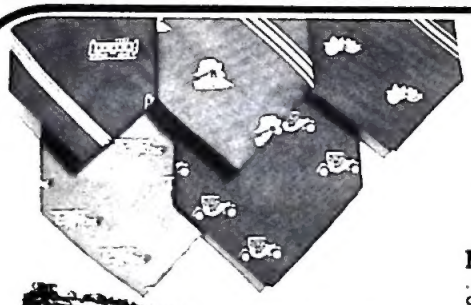
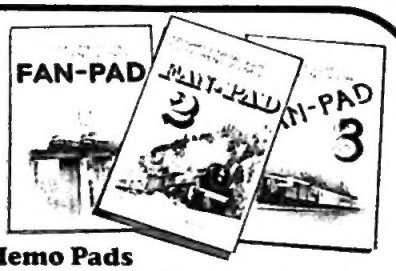
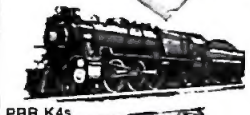
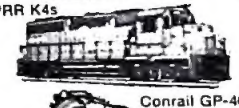


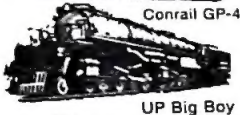



PRR K4s

Chessie GP-40


Conrail GP-40

NYC F7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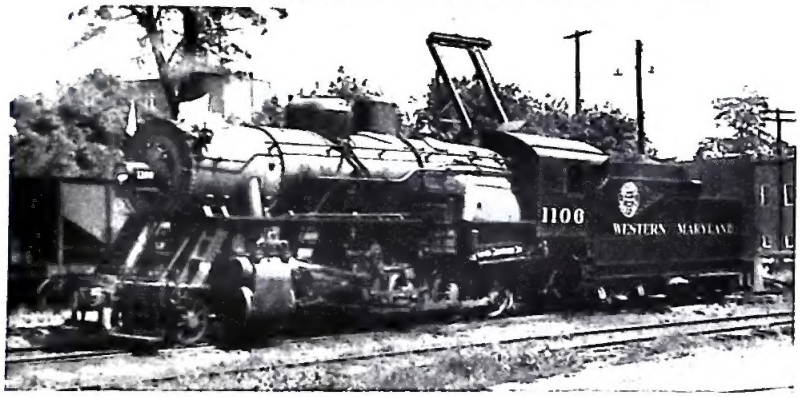

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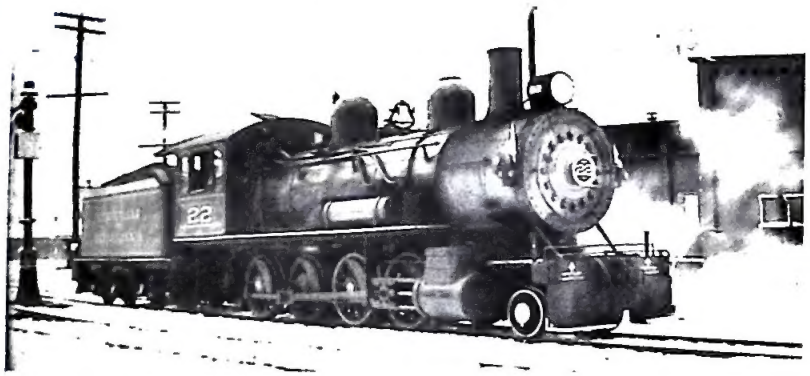

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SOURIS, MANITOBA, July 13-15. Railroad Days at the Souris and District Centennial with Prairie Dog Central 4-4-0 and passenger train departing Winnipeg at 8:00 a.m. on Monday, July 13, arriving in Souris at 4:30 p.m. On Tuesday and Wednesday the 4-4-0 and three coaches will make six trips per day, Tuesday to Hartney and Wednesday to Nesbitt. Contact: The Vintage Locomotive Society, Box 217, Winnipeg, Man., R3J 3R4, 204/284-2690.

HONESDALE, PENNSYLVANIA, July 18, 19 and August 1,2. Summer Sun Excursions on the Lackawaxen & Stourbridge Railroad from Honesdale to Lackawaxen with Alco RS3 diesel. Tentative departure times, 9:00 a.m. and 2:00 p.m. Round trip fares $8.50 for individuals or $7.50 each in groups of three or more. Contact: Wayne County Chamber of Commerce, 865 Main St., Honesdale, PA 18431; 717/253-1960.

PHILADELPHIA, PENNSYLVANIA, July 26: Philadelphia Chapter NRHS will mark the 50th Anniversary of Reading Railroad electrification with a special train of "green" m.u. cars covering the original 1931-32 lines to West Trenton, Hatboro, Doylestown, Chestnut Hill and Norristown. Flyer available for SSAE from: Philadephia Chapter NRHS, Box 7302, Philadelphia, PA 19101. Information evenings 7-9 p.m. from: 215/947-5769.

LOUISVILLE, KENTUCKY, September 3-7. 1981 National Convention of the NRHS headquartered at The Galt House. Excursions anticipated include Southern Railway ex-C&O 2-8-4 2716, KRM's Monon BL2, ICG to Ft. Knox and *Belle of Louisville* riverboat. Roanoke Chapter to operate convention special from Alexandria, Va., to Lousiville and return using SR 2-8-4 2716 for a portion of the run. For details contact: William F. Mayer, Asst. Nat'l Secretary, 4027 Busath Ave., Louisville, KY 40218. For information on Alexandria-Louisville special train, contact: Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

MOUNT PLEASANT, IOWA, September 4-7. Midwest Old Threshers Annual Steam Engine Reunion with operation of 3-foot gauge railroad and a huge gathering of steam traction and farm equipment plus live bluegrass. Contact: Midwest Central Railroad, Box 102, Mt. Pleasant, IA 52641; 319/385-2912.

INTERNATIONAL TOURS

ZIMBABWE July 11-25. Mixed road and rail transport. Bulwayo Gwelo and Victoria Falls main lines. W. Nicholson, Fort Victoria and Selukwe branches almost 100% Garratts. Wankie colliery system plus some 19D & 12. If sufficient steam will visit Mozambique border, Umtall and Malvernia. Includes economy class air, first class rail, twin room & breakfast. Rented cars excl. gas. Experienced tour leader. $2050 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

NARROW GAUGE SPECIAL July 25 - August 8. One week on the narrow gauge lines on the Isle of Man and Wales, then one week in Austria. 8% grade on the adhesion Snaefell Mt. line, the sole remaining horse tramway and the Manx Electric on the Isle of Man. 100% steam Snowdon rack rwy, Llanberis, Festiniog, Talyllyn, Rheidol plus other Welsh lines. In Austria the Achenseebahn, Zillertalbahn, Gmund, Steyrtalbahn and Chiemseebahn. $1795 double occupancy from London. Sunday River Tours agent for Rail Travel & Photography, P.O. Box 565, Concord, MA 01742.

EAST GERMAN NARROW GAUGE July 31 - August 9, 1981: Virtually all remaining narrow gauge operations will be covered. Visit Potbus-Ghoren, Stralsund, Rostock, Bad Doberan-Kuhlungsborn, Magdeburg, Halberstadt, Hartsquerbahn, Seketalbahn, Karl Marx Stadt, Freiburg-Kurort Kipsdorf, Wolkenstein-Johstadt, Cranzahl-Oberweisenthal, Oshatz-Mugeln, Radebeul-Radeburg, Zittau, Muskauer Waldeisenbahn, and Dresden. Standard gauge steam and traction also featured. Price from New York via London and charter flight $1175 share twin room basis including Breakfast & Dinner. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180. (703) 356-8186.

FINLAND AND NORWAY July 4-26, 1981: Travel on truly preserved 1908-vintage steamers on Kirelian Lakes, by rail to Lapland, Iron Ore railroad Boden to Narvick and coastal mailboat Svolvaer to Bergen, inland to Oslo by rail including circle boat-rail trip Bergen-Balestrand-Flam-Myrdal-Bergen, rail to Gothenberg, journey along the Gotha Canal, ending up in Copenhagen. $2417 per person, share twin room basis including all breakfasts and dinners. Sold exclusively by: Helft World Travel, Ltd. 7915 Jones Branch Drive, McLean, VA 22102.

RAILWAY HERITAGE TOUR Two 15-day tours leaving August 8 and 22 for the best of preserved steam in England: Main Line Steam Trust, Severn Valley, Crich Tramway Museum, North Yorkshire Moors, Keighley & Worth, Ravenglass & Eskdale, Carnforth, Snowdon, Llanberis, Festiniog, Corris, Talyllyn, Fairbourne, Rheidol, and Welshpool Rwys plus museums and historic sights. $1245 per person double occup. from London. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565 Concord, MA 01742.

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There is no limit on the number of bids you may enter, provided each is mailed separately and is postmarked no later than August 3rd, 1981. All initial bids will be acknowledged on a postcard-size color reproduction of the original painting.

The National Model Railroad Association, Inc., a tax-exempt public foundation, certifies the total number of lithographs available is *limited to 1,000 signed and numbered copies.* At the close of bidding, this single edition run will be *permanently withdrawn* and the *plates and all unsold copies will be destroyed.* Certification of same will be provided to all successful bidders, together with an appraisal statement for insurance and income tax deduction purposes.

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☐ B	12x16" Litho, Framed & Hand-Signed	6-99	250.00	$_____	$_____
☐ C	12x16" Litho	100-199	125.00	$_____	$_____
☐ D	12x16" Litho	200-499	75.00	$_____	$_____
☐ E	12x16" Litho	500-1000	40.00	$_____	$_____
				Bid Handling Fee	1.00
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SWITZERLAND, August 2-16, 1981. Tramway systems in Zurich, Bern, Basle; steam trains; mountain railways; Luzern transportation museum; main lines with famous tunnels; Glacier Express; and more. After tour option to continue travel on Eurorail Pass. For further information write: Swiss Tram & Train Tour, 100 Albertus Avenue, Toronto, Canada K4R 1J7.

WESTERN EUROPEAN RAIL MUSEUMS August 9-23, 1981: The best in steam and traction operations in Holland, W. Germany, Switzerland and France. Special movements to be operated for tour group where permissable. Visit many cosmopolitan cities (most with streetcars). Transportation will be by train and bus where necessary. $1850 per person sharing twin rooms in deluxe hotels, fully escourted, including breakfast daily from New York. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SOUTH AFRICA September 11-23, 1981 and October 16-28, 1981: Two special steam powered (with many different classes) trains operating with new itineraries to Jo'burg, Bloemfontein, Aliwal North North-Barkly East, Graaf-Reinet, Oudtshoorn, George-Knysna, Cape Town, De Aar, Kimberly and Klerksdorp. Price including APEX air from New York, Transfers, Hotel in Jo'Burg, berth in triple room on train, most meals, and porterage $1925 per person. Optional extensions available to Zimbabwe for Garratts, and to game parks. Detailed folder available from: Rail Study Tours International, 164 Maple Avenue East, Vienna, VA 22180; 703/356-8186.

BRASIL September 19 - October 4, 1981: See the best of Brasilian steam in action including 2'6" V.F.C.O., Dona Theresa Christina, Campos sugar railroads, The unique Santos-Jundiai steam cable ry., and Perus-Pirapora cement line. Visit streetcar, traction and subway operations in Rio, Sao Paolo and Santos areas. Optional week extension to ride Sao Francisco River (ex-Mississippi River) paddle wheel steamer. Basic tour price $1275 from Miami, share twin room basis. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SWITZERLAND September 25-29. The most dramatic of all the Swiss railways in the central part of the country. Meter gauge Brunig rack line to Brienz, steam Rothorn rack near Spiez, the Lotschberg-Simplon line to Brig (1800 ft. climb in 19 miles), the Furka-Oberalp R.R., the Vitznau-Rigi, Zermatt and Arth Goldau rack railways. All flights, twin rooms & breakfasts, Swiss rail pass. $532 from London, single suppl. $40. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SOUTH CHINA October 4-25. New itinerary: Shanghai to Hong Kong via Suchow, Nanking, Cheng Chou, Wuhan and Canton. Linesiding, riding visits to locomotive workshops, marshalling yards plus some sightseeing. All inclusive meals, air, rail and transfers. Negotiations to visit at least one industrial railway underway. $2970 from London, $2120 from Hong Kong sharing twin. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565, Concord, MA 01742.

RAILROADIANA MEETS

DOVER, NEW JERSEY, June 14. Seventh Annual Tri-State Railroad Extravaganza railroadiana show and flea market. Over 1/4-mile of railroad items, door prizes, slide shows, etc. Held indoors at Dover Senior High School, Grace St., off Rte 15 (just south of I80), 10:00 a.m. to 4:30 p.m. For map and details wrote: Tri-State Chapter NRHS, P.O. Box 255, Dover, NJ 07801.

ROANOKE, VIRGINIA, June 20-21. 1981 Railroad Fair at Roanoke Transportation Museum sponsored by Roanoke Chapter NRHS. Activities include special RPO cancellation, flea market open to public, railroadiana auction, photo safari, handcar races and showing of feature movie "Silver Streak." Contact: Roanoke Transportation Museum, 802 Wiley Dr., Roanoke, VA 24015; 703/342-5670.

ST. CHARLES, ILLINOIS, June 21. Fifth Annual Midwest RCAI Railroadiana Show at Kane County Fairgrounds, 10:00 a.m. to 5:00 p.m. Nation's largest railroadiana show with over 100 exhibitors and 200 tables. For information send large SSAE to: John F. Carpenter, P.O. Box 401, Sheridan, IL 60551.

SOUTH ELGIN, ILLINOIS, June 27. "The Electric Railroad Fair '81" at the Fox River Trolley Museum with railroadiana flea market plus artists and crafts along with displays of models, railroadiana and historical items. Special operations of trolleys. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

TOWSON, MARYLAND, July 12. "Greenberg's Great Train Show," model trains, railroadiana, railroad historical associations, movies. Towson Center, Towson State University, 12-5, adult admission $2.50, tables $15.00. Baltimore Beltway to Exit 25, Charles Street, then follow the signs. Information: Bruce Greenberg, 729 Oklahoma Road, Sykesville, MD 21784. 301/795-7447.

DENVER, COLORADO, July 18-19. "Mile High Railfair" with nearly 100 exhibitors including railroads, hobby shops, railroadiana dealers, collectors, authors, publish-

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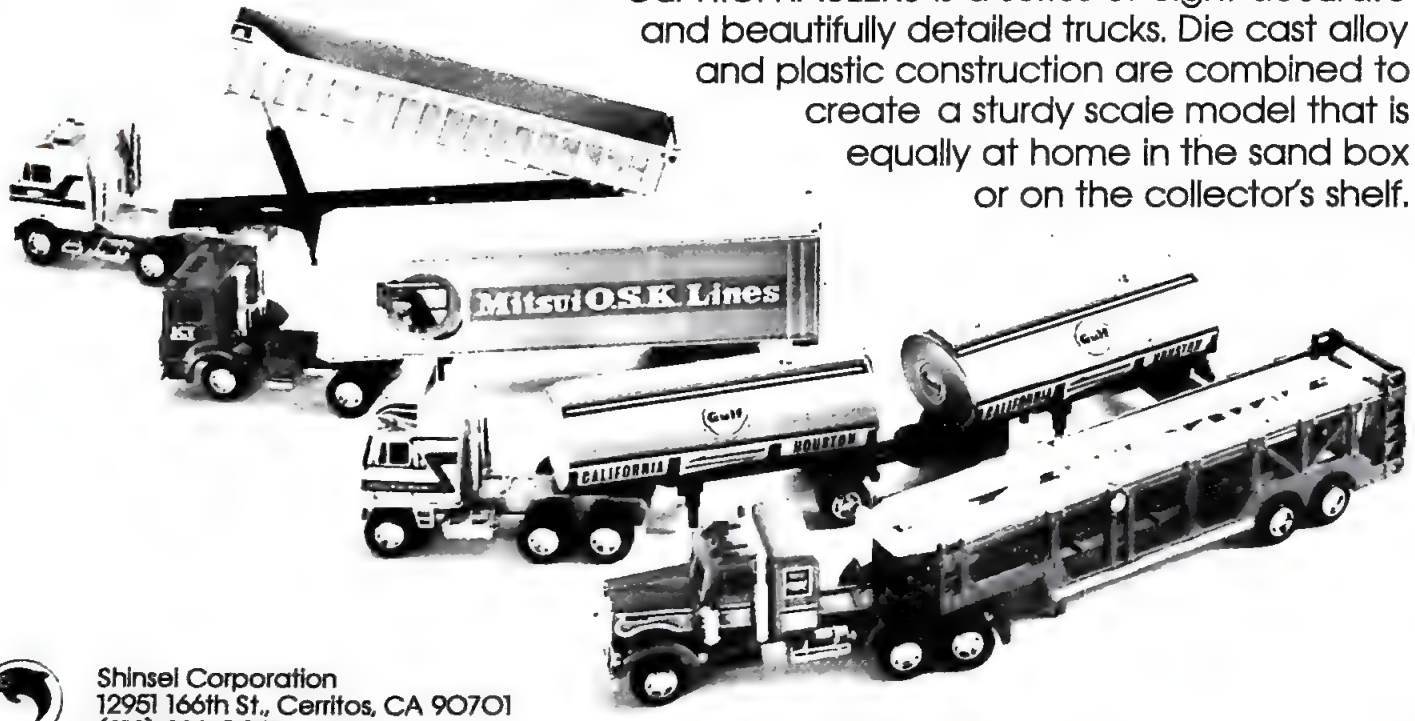

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ers artists and models. Discount fare at Colorado Railroad Museum. Grand Door Prize at show will be tickets for *Rio Grande Zephyr* to Glenwood Springs. For additional information send large #10 SSAE with 30¢ postage to NRHS, P.O. Box 5181 Terminal Annex, Dept. RF, Denver, CO 80217.

PITTSBURGH, PENNSYLVANIA, July 20. Greenberg's Great Train Show, model trains, railroadiana, railroad historical associations, movies. Pittsburgh Merchandise Mart, Monroeville Mall, 12-5, adult admission $2.50, tables $15.00. Pennsylvania Turnpike Exit 6, then 1 1/2 miles west on U.S. Business 22 to the Mall, then follow the signs. Information: Bruce Greenberg, 729 Oklahoma Road, Sykesville, MD 21784, 301/795-7447.

AUSTINTOWN, OHIO, August 9. Fifth Annual Railroadiana Show & Sale. Over 100 tables of railroadiana items for sale. Austintown Fitch High School, Austintown, near Youngstown. For info send large SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213, 703/536-2954.

ROANOKE, VIRGINIA, August 15-16. Extensive railroad timetable collection display and special Amtrak and Urban Mass Transit exhibits at Roanoke Transportation Museum. Take photo safari to rail locations in Roanoke Valley. Hands Handcar races. See movie 'Rails Across the Summit.'' Contact: Roanoke Transportation Museum, 802 Wiley Dr., Roanoke, VA 24015, 703/342-5670.

BUFFALO, NEW YORK, Aug. 30. Buffalo Railroadiana & Toy Train Show at Buffalo Marriott Inn, 1340 Millersport Highway/Route 263 jct. I-290, 10:00 a.m. to 5:00 p.m.; dealer tables $10, adults $1.50, family $2, children under 12, 50 cents; for table contracts and room reservations contact: Hugh Guillaume, Western New York Railway Historical Society, Box 416, Buffalo, NY 14221, 716/836-6636.

DEPEW, NEW YORK, Sept. 13. Toy Train Collectors Society Train Show, Sale & Swap Meet and Hearthstone Manor, 333 Dick Road, Depew (near Buffalo). 11:00 a.m. to 4:30 p.m., admission $1, kids 50¢. Contact: Raymond Baer, 110 Princeton Ct., Cheektowaga, NY 14225, 716/632-4918.

ORGANIZATIONAL NOTICES

ILLINOIS TERMINAL R.R. HISTORICAL SOCIETY St. Louis spring meet date has been changed to June 13-14, to avoid conflict with Chessie's Safety Express schedule. Contact: Robert Trebing, 7428 Rockwood Dr., St. Louis, MO 63123.

ANTHRACITE RAILROADS HISTORICAL SOCIETY has a new address: P.O. Box 119, Bridgeport, PA 19405.

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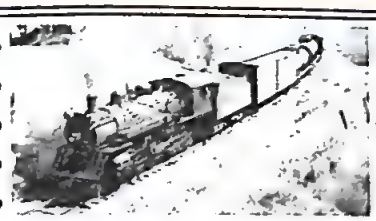

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Product News

If you're intrigued by the article in this issue on the White Pass & Yukon, permit us to recommend two books: *Gold Rush Narrow Gauge*, by Cy Martin, a very slick 96-page $10.00 hardcover by Trans-Anglo Books and available through our BOOK DEPOT on page 58; and the 106-page softcover *White Pass & Yukon Route* by Stan Cohen, at $7.95 and available from Pictorial Histories Publishing Co., 713 S. 3rd W, Missoula, MT 59801.

Northern Scale Models, P.O.Box 118, Osseo, MN 55369, was the company that cast the brass number plate that is now on Ross Rowland's C&O Greenbrier 4-8-4 614, and they are offering metal duplicates of that plate for $89.50 plus $6.50 shipping (overseas shipping rates upon request).

The handiest little guide anywhere to finding steam trains today is the 16th annual *1981 Steam Passenger Directory*, the 168-page softcover that gives descriptions, schedules and rosters of over 140 steam railroads, trolley museums and railroad museums in the U.S. and Canada plus a photo of each operation. Price is $4.50 (add 50¢ postage for First Class) from *Empire State Railway Museum, Inc.*, P.O. Box 666-R, Middletown, NY 10940.

Detailed steam and diesel rosters of the D&RGW are illustrated in the new 98-page softcover *Locomotives of the Rio Grande* published by the *Colorado Railroad Museum*, Box 10, Golden, CO 80401. This long-awaited book sells for $9.95.

Chatham Publishing Company has just released the ninth volume in their continuing series of *Southern Pacific Motive Power Annuals* with the 1977-1980 edition by Donald V. Jewell. In addition to the complete illustrated SP roster are features on foreign power and Amtrak on the SP and the upgrading programs from 1976-1980. The price is $15 for this 90-page 8½" x 11" softcover from Chatham Publishing Co., P.O. Box 283, Burlingame, CA 94010.

Union Pacific 1977-1980 by George R. Cockle, is a 208-page 8½" x 11" softcover illustrated roster of that railroad, packing an incredible volume of information between its covers. The detail views and data sheets included on the various diesel units can be of great value to more than just UP fans. (Incidentally, where the locomotive number in the individual unit roster is followed by a colon and another number, like 702:4, it indicates that this unit is the fourth UP unit to wear the number 702.) This book sells for $18.95 from *Overland Models, Inc.*, R.R.12 Box 445, Muncie, IN 47302.

Joseph A. Strapac has produced the *1980 Southern Pacific Review* for the Pacific Coast Chapter R&LHS and available from *Shade Tree Books*, P.O. Box 2268, Huntington Beach, CA 92647, for $14. This book has the current SP roster but places emphasis on a pictorial review of SP action and a special "Farewell to the SP Alco Fleet" with some fine vintage views.

With Union Pacific's 3985 taking to the rails, *Kratville Publications*, 2566 Farnam St., Omaha, NE 68131, is right on time with Bill Kratville's *The Challengers*, a detailed 144-page hardcover book on the UP's 4-6-6-4s. The price is $28.50.

Kenneth A.W. Gansel now has a 1981 edition of his *Canadian Railway Radio Guide* listing frequencies and applications of both CN and CP along with independent carriers and U.S. roads operating in Canada. This 14-page softcover sells for $5.00 U.S. or Canadian; postpaid in Canada by 3rd Class Mail, shipped to U.S. by Air Mail using the dollar exchange rate for postage. Available from *Gansel Publications*, P.O. Box 1108, Niagara-on-the-Lake, Ontario, L0S 1J0.

Traction Publications

by Steve Maguire

We mentioned three 71-page histories of Pennsylvania trolley lines in our May issue, but the price shown was in error. *Altoona's Trolleys*, *Hershey Transit* and *Northern Electric*, by Ben Rohrbeck, 1003 N. Chester Rd., West Chester, PA 19380, are priced at $7.00 each not $17.00 as printed. However, we understand that the *Northern Electric* book may already be out of print.

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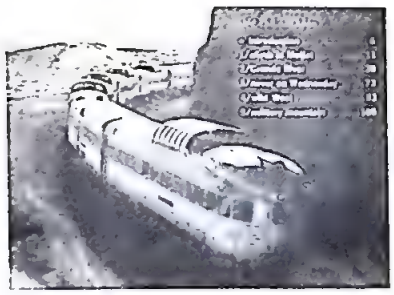

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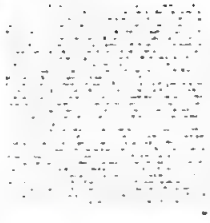

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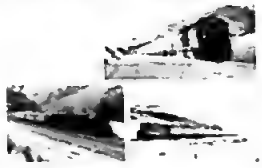
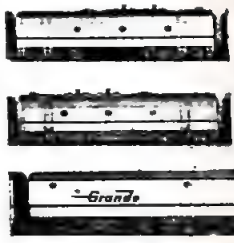
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Book reviews

Western Pacific's Diesel Years, by Joseph A. Strapac, published by Overland Models, Inc., RR 12, Box 445, 46 Parkwood, Muncie, IN 47302. 208 8½"x11" pages, softcover. $18.95.

Western Pacific is not a well-known railroad—notorious, yes, but not well-known. Everybody recognizes the *California Zephyr;* many know of the Black Daylights and the ex-Florida East Coast 4-8-2s of the war years; some remember the coal-burning 4-6-6-4s that lived in the desert. Most recall that the diesels used to be orange and silver and that now they are green; that they run up the Feather River and to Bieber; and that there is a set of F-units still on the property. Not many, however, can go into great detail as to when the diesels first appeared, what they were, or where they operated. *Western Pacific's Diesel Years* is Joe Strapac's bid to fill some of the gap.

In fact, he fills most of it. After an introduction to the railroad and a brief recap of the steam roster, he starts with the first switchers and, model by model, follows the procurement decisions, ordering, installing, operation and final disposition of each class of diesel locomotive. The format results in a pleasing blend of history, characteristics of the road, roster shots and lineside scenes which show both the subjects of the study and the world in which they lived.

Each chapter details the model's original configurations, modifications and different paint schemes—the only color, unfortunately but understandably, is on the cover. Photographs are large and ride on substantial captions. Picture quality is generally quite good, although some of the older prints are a little muddy or overexposed. Some of the shots are ones everyone has: Keddie Wye, the last F's, CZ over most of its Western Pacific route. But the U-boats are here, too, and the RDCs and the switchers.

Strapac pays particular attention to paint schemes and lettering styles. In fact, the title of the book is laid out in "EMD-Zephyr Gothic" which EMD applied to the original *Zephyrs,* many Burlington units and many Western Pacific locomotives. Colors went from the somewhat garish scheme of the original FT's through the CZ-inspired silver and orange to predominantly orange to

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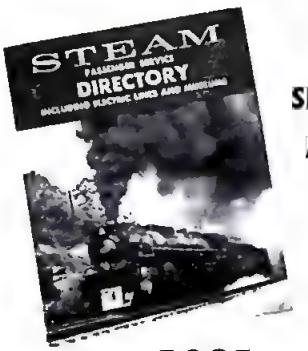

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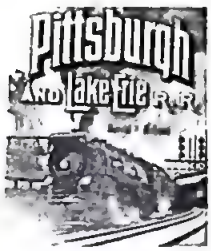
green, in a bewildering succession of repaintings that are spelled out meticulously.

Several chapters specialize. There is one on "other" equipment, including the train-heat cars that allowed freight units on the *California Zephyr* and the modified 4-8-2 tenders that ran behind F-3s on the *Royal Gorge* local service just before the RDC *Zephyrettes* took over. Even the carferry has a mention. Each of the traction-based subsidiaries fills its own chapter. Sacramento Northern and Tidewater Southern both dieselized with little GEs but ended up with hand-me-downs—and the SN even had ex-NYO&W F3s. Some of the electric operation alongside the diesel replacements show the transition. Both the Alemeda Belt Line and the Oakland Terminal get into the story, too, and a separate chapter tells about demonstrators, foreign-road visitors and Western Pacific units that went touring other roads.

Finally, the book closes with mention of the impending Union Pacific-Western Pacific-Missouri Pacific merger and a complete roster of all diesel and electric units and all *California Zephyr* passenger equipment. That all the rosters include final disposition is an indication of the research and labor that Strapac put into his work. It is a labor of love and tells the story well—RANDOLPH BROWN.



Pittsburgh & Lake Erie R.R., by Harold H. McLean, published by Golden West Books, P.O. Box 8136, San Marino, CA 91108. Hardcover, 236 8½" x 11" pages. $29.95.

The P&LE is one of those railroads most fans have heard of but very few seem to know anything about. Mr. McLean makes an admirable effort to rectify this situation in his new book. This railroad, which survived both Penn Central and Conrail, has emerged as a flourishing independent Class 1 road still performing the function for which it was originally conceived: connecting the Pittsburgh industrial complex with Youngstown and Lake Erie to the north and the extensive bituminous coal fields to the south. The author recounts the history of the P&LE's first 100 years (1879–1979) in a well-written text which is both informative and enjoyable to read. Mr. McLean, who spent a 40-year career with the New York Central System, including twelve years with the P&LE under John Barriger, presents a vivid picture of the road's construction, the political and financial machinations that led to its absorption into the New York Central System, and the development of the line as a freight carrier par excellence, which led to earning the nickname "The Little Giant."

Photo reproduction in this book is quite good, especially considering that the paper used, while of relatively high quality, is not a glossy coated stock. Visually the book is very pleasant, no doubt enhanced by the inclusion of several of Howard Fogg's famous color sketches of P&LE scenes. The author has included a profusion of maps, as well as a profile of the line. In addition there is a complete steam locomotive roster.

I would like to have seen more photos of the P&LE's diesels and present day operations, but otherwise this is an excellent example of a railroad history book—MAX S. ROBIN.

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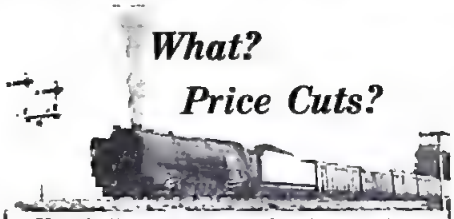

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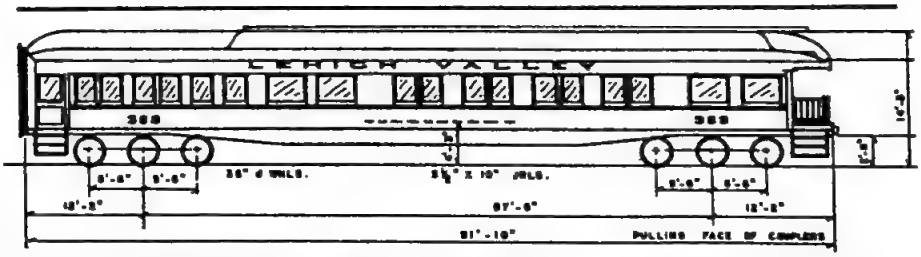

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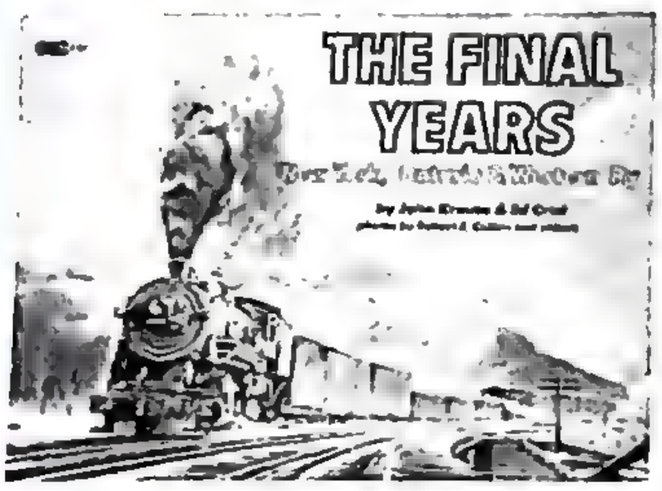

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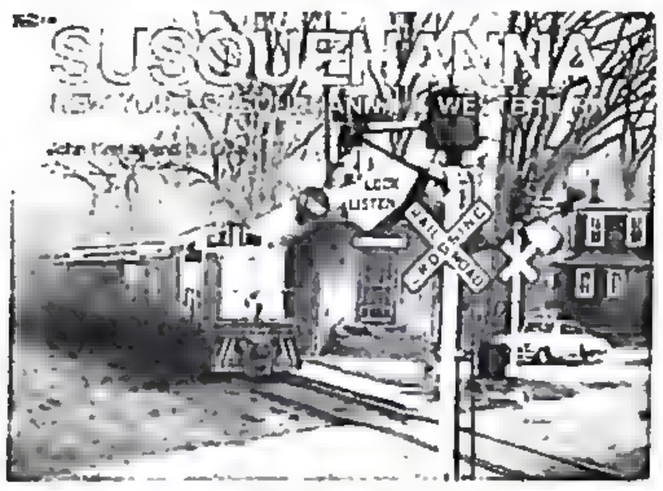

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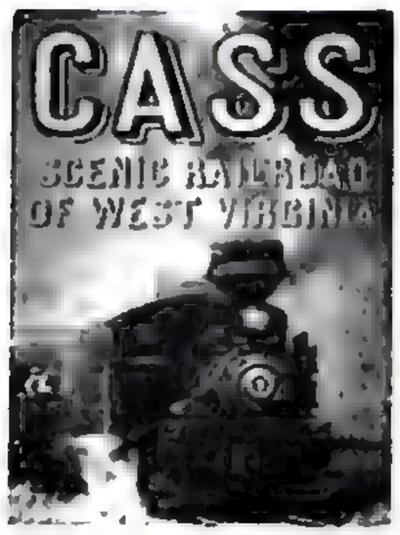

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"Besides working for Conrail, I have been a member of the NRHS for the past seven years, recently joining the Jersey Central Chapter. I also belong to the New Haven Railway Historical Society and the New York Central Historical Society.

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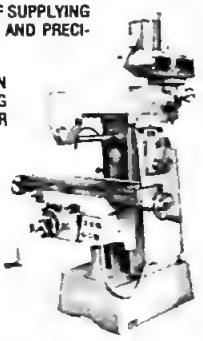

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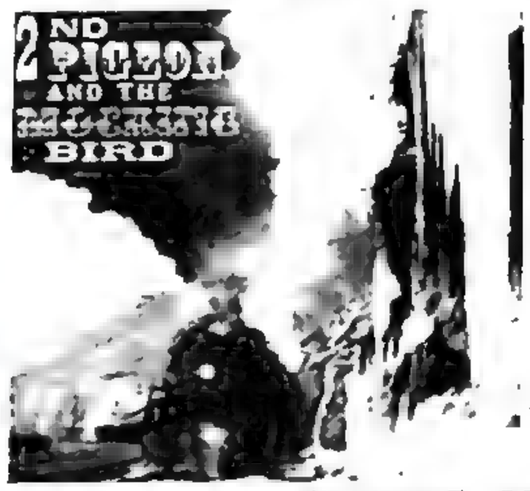

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Transit Topics

Transit threatened

LIKE MANY OTHERS, we are seriously concerned about the plans of the Reagan administration concerning transportation. A recent issue of the National Association of Railroad Transport's *News* carried a story under the headline "Anti-Rail Report", noting how the Reagan transportation task force put Amtrak, operating subsidies for urban rail transport and construction of new urban rail transit systems (apparently including light rail) at the top of its list of candidates for major reductions in next year's budget.

The report anticipates further expansion of and adequate maintenance for the non-rail modes and prompt contraction of Amtrak and Conrail services. It would allow the balance of the railroad industry to "twist in the winds" of public policies maintaining substantial, though reduced, subsidies to non-rail modes.

Says the NARP, "This is a blueprint for increasing dependency on oil, the price of which is rapidly escalating. It certainly does not constitute 'getting big government off the backs of the people! It seeks to reconcile its high-risk policy with Reagan economics primarily by adopting a narrow, anti-rail definition of subsidy."

Directors of the American Public Transit Association, at a recent meeting in Houston, Texas, noted, "As we search for ways to cut costs, curb inflation and increase productivity we must not forget the overwhelming national interest in a strong federal transit program. Public transit is an essential element in the nation's drive to conserve energy and reduce dependence on foreign oil. It is the most cost-effective way of moving people to and from work and the only transportation alternative available to millions of citizens as the costs of driving and owning a private car soar."

Yet, the Reagan Administration plans to end federal mass transit operating subsidies by 1985, and this will certainly see raises in fares on many systems up to $1-as Chicago is already doing—and even higher.

The *Los Angeles Times* warns in a news story sent us by Arthur Davis, that Transportation Secretary Andrew L. Lewis, Jr., has indicated that people mover and subway projects proposed for such cities as Los Angeles, Miami, Houston, Baltimore, Honolulu and Detroit are now undergoing close scrutiny.

"It's our feeling that the projects that are underway we should complete before starting new projects," Lewis said.

ONE OF THE MIRACLES in this age of subsidization with federal monies is the San Diego to Tijuana trolley line soon to be in operation on the 15-mile run from the Santa Fe railroad station in downtown San Diego to the Mexican border. Its entire $87 million cost was paid for exclusively with local and state money.

Tests of the 14 new trolleys to be operated by San Diego Trolley, Inc., began in February along the former San Diego & Arizona Eastern Ry. right-of-way, and the line is scheduled to open in mid-summer, according to SDTI officials.

PROPOSALS for building 26 light rail cars for Portland's new line along the Banfield Expressway to Gresham, Ore., have been submitted to Tri-Met by three manufacturers: Bombardier Co. of Montreal; Siemens of West Germany, and C. Itoh, a Japanese trading company representing Kinki Sharyo car manufacturing company. Each of the bidders would construct cars using designs of vehicles already in production. Bombardier is affiliated with a Belgian firm, Itoh would offer a design manufactured by SIG (Swiss Industrial Group), and Siemens would offer units built by Duwag of Dusseldorf, Germany.

According to Tri-Met, its engineers are studying the submittals as part of a two-step procurement process. Under the first step, manufacturers are invited to submit technical proposals based on its criteria and without cost estimates. However, Tri-Met will accept only manufacturers who intend to supply *vehicles of proven reliability* (italics are ours).

In the second step, firms that qualify under Tri-Met criteria will be asked to submit formal bids. Tri-Met expects to be able to award a contract this summer and present estimates for the 26 new cars and spare parts are about $25 million. It is hoped the cars will be ready for assembly at Portland in 1983 and 1984.

Congress recently approved funding for the light rail line through a Letter of Intent, assuring financing for most of the $146.9 million required for the 15-mile rail project. We certainly hope that this will hold up against any future anti-rail efforts of the Reagan administration.

NIAGARA JUNCTION RY. electric locomotives which were replaced by diesels at the Niagara Falls, N. Y., switching line now operated by Conrail, have found new homes. Two of them were converted to third rail from pantograph operation for use at Grand Central Terminal in New York City, where they replaced the two ancient S motors, 4715 and 4723, which had been operating there for over 70 years. A third Niagara Junction motor will be kept for replacement parts.

The other two former Niagara motors are scheduled for transfer to the Atlanta, Ga., rapid transit line and to the San Diego, Cal., light rail line. The Atlantic Metro now owns a diesel locomotive, part of whose work will be assumed by the new electric motor.

BOSTON'S MBTA continues to be effected by service cuts. Every line has been hit, including the commuter rail lines, says Norton D. Clark of Newton Mighlands, with service dropped completely on the Woburn rail line and many bus routes.

There is some service on Sundays, although many of the bus lines do not run.

Three subway stations are closed on Sundays, and the Blue and Orange rapid transit lines are cut back from their outer terminals. Trolley lines operate on Sundays, but by 10:30 p.m. this service closes.

The Ashmont-Mattapan trolley line was scheduled to be converted to buses in March with the eventual purpose to make it into a busway. However, the Town of Milton objected, so for the present the busway plan has been shelved.

TRANSFER of ownership of the Illinois Terminal R.R., now controlled jointly by eleven railroad lines, may have been delayed by the objection of one road, the Rock Island, to agree to the move. Paul T. Schroeder of Morton, Ill., says that the agreement called for the present owners to receive a share of $25,000 each, although the book value of the shares is actually $870,000. The lower sum is said to be due to the fact that the ITC lost money in both 1978 and 1979. We will have to await the ICC decision on this.

TORONTO, ONTARIO, city streetcar tours are again in operation with an old Peter Witt trolley making the tour trips from May to September over TTC tracks and operated by Toronto By Trolley Car Inc., 65 Queen St. W., Toronto, Ont. M5H 2M5. Last year 23,000 tourists were handled, about 80% of which came from the U.S. A new guide and brochure has been issued and can be obtained by writing the address above.

Toronto still has a dozen trolley lines in operation and is presently engaged in building a light rail line from the Kennedy terminus of the Bloor-Danforth subway line to Scarborough Town Centre, a distance of 4.35 miles. It is scheduled to open in 1982.

According to Edward A. Wickerson of TTC, the company has indicated that, except for the possible return of streetcars on Spadina Avenue, all future electric surface transit expansion will take the form of trolley coach routes. A decision on whether to proceed with a feasibility study of streetcar operation on Spadina must await the outcome of municipal studies into downtown traffic, parking and loading.

AIRPORTER rapid transit cars of Cleveland's RTA were taken out of service after heavy snowstorms last January due to failure of motors on the cars purchased new in 1968. This caused severe crowding on trains of the old blue cars that replaced them. The blues were the cars used when the rapid transit line opened service in the '50s. With the Airporters sidelined, the resulting shortage of cars caused six-car rush hour trains to be cut to four cars, writes Richard J. Cook of Cleveland Heights, who says that 34 traction motors on the Airporter cars failed between November and January, with 14 motors shorting out in twelve days of severe weather in January, according to the *Plain Dealer.*

The problem was caused by Irish linen covers used for the cars' traction motor cooling systems, and these have been removed and replaced with metal covers in the shops. The only problem with metal covers is that they may cause motors to overheat in warmer weather.

The Airporter cars were built in 1968 by Pullman Standard, a company that has recently merged with Wheelabrator-Frye, a New Hampshire firm that says the cars were built according to specifications of the old Cleveland Transit System. Wheelabrator-Frye is now considering revoking an earlier Pullman announcement that the company would no longer build rail or rapid transit cars. Because the new firm apparently wants to be considered for a 60-car order expected this year, it will investigate the problems with the motor vents, according to the *Plain Dealer.*

TUNNEL BORING for Buffalo's new light rail line was completed on January 7, 1981, almost exactly one year after the four tunnel boring machines began work on January 6, 1980, carving out the 3.5-mile rock tunnel section of the 6.4-mile light rail line. In all, nearly 34,000 feet of rock at depths ranging from 50 to 90 feet below the surface were carved out, according to the first issue of *On The Move,* a new publication of the Niagara Frontier Transportation Authority.

IN AN EFFORT to attract tourists to the large area of beautiful homes, parks and new shopping areas now known as "Uptown New Orleans," the New Orleans City Council recently established a Transit Tourist Program to help visitors use public transit for sightseeing. It now provides an all-day transit pass costing $4 that allows them to ride the St. Charles streetcar line and a Broadway bus connection with the Zoo at Audubon Park, getting on and off at leisure to take short walks through the neighborhood—sort of a local Eurailpass.

The passes are marketed by Transitour, Inc., which operates the Streetcar Store located at 111 St. Charles Avenue, near the first outbound stop of the St. Charles trolleys. The store has now provided for visitors a charming 125-page paperback book with 134 color pictures, maps of the area past and present, locations of points of interest all along the route. Building dates of the most interesting houses are given, described in short walking tours all along the line where riders can get on and off at car stops that are now numbered for identification. There is even a short history of the St. Charles car line, which is believed to be the oldest street railway line in continuous operation, having started on September 26, 1835, using steam engines at first. It had been chartered in 1833 as the New Orleans & Carrollton R.R.

Streetcar Guide to New Orleans costs $5 from the Streetcar Store, 111 St. Charles, New Orleans, LA 70130.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

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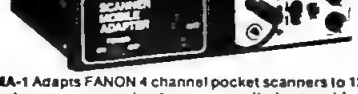

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Railnews

THE CHALLENGER Wednesday, March 25, was the big day for the 3985 Committee; at 7:30 that morning the Union Pacific 4-6-6-4 into which they had sweated 4,200 man-hours of work was turned loose on the main line to Denver for a 118-mile test run to LaSalle, Colorado, and return. With a consist of ten empty hoppers, one hopper of coal, a snowplow bunk car for the crew and two cabooses for officials and VIPs, the Challenger kicked its heels up to 65 m.p.h. before an audience of railfans motorcading alongside on U.S. 85. Extraordinarily handsome with a dark graphite smokebox and firebox on an otherwise gleaming black hulk, the huge but agile 4-6-6-4 gave the defininite image of "regular service" steam. The only malfunction worthy of note was a broken spring hanger on the right rear driver which can be easily remidied. The UP declared her officially fit and proclaimed that she would, indeed, doublehead with 4-8-4 8444 to the Sacramento Railfair in May. (Incidentally, our commentary in the May issue about the Challenger needing running gear work was incorrect.) The actual schedule of the move to Sacramento has been subjected to numerous alterations—the originally intended route via the WP was forsaken for a move over the SP from Ogden over Donner Summit—but seems to have been finalized for an April 23 departure from Cheyenne with arrival in Roseville on the 29th. John Boehner and his crew of UP employee volunteers have done a magnificent job.

FAMILY LINES The CSX merger manifested itself in an unusual manner this spring when Ross Rowland's ex-C&O Greenbrier 4-8-4 614 relinquished its Chessie System lettering for a red and white herald and FAMILY LINES RAIL SYSTEM lettering on its tender to take the *"Family Lines Safety Express"* throughout Florida on SCL trackage. In a program of Operation Lifesaver excursions patterned after those initiated by the Chessie System in 1980—and scheduled for 1981—the Family Lines operated the big 4-8-4 and its train out of Tampa, Miami, Orlando and Jacksonville from February 21 through March 15, with a three-day ferry move north to Richmond, Va., on March 20-22. Prior to the southward move, on February 6, the 614 did a brief but dramatic stint in pusher service on the WM into Hagerstown from Cherry Run, W.Va. She then was forwarded south behind Chessie and then SCL diesels to take up the schedule out of Tampa.

The valve cage problem that had plagued the 614 on her Chessie trips last fall reoccurred on the first run out of Tampa, and the second day's trip was hauled with diesels—the 614's first "missed" trip. The problem was solved when about four adjacent broken teeth were discovered in the mechanical lubricator's main drive gear. The normal manual cranking test would show the lubricator working properly, but on the road the drive would hit the missing teeth and stop pumping, resulting in a loss of lubrication and valve damage. The lubricator was repaired and the 614 performed flawlessly for the remainder of the trips. She returned to Hagerstown in late March in preparation of for the 1981 Chessie season (see TIMETABLE).

THE BRISTOL & NORTH WESTERN An abandoned steel mill on the outskirts of Jackson, Ohio, was the unlikely site for the restoration of two steam locomotives—one famous, one obscure—this past spring. Harold Keene, a prosperous coal operator in Virginia, has acquired 30 miles of former-SR trackage between Bristol and Moccasin Gap, Va., which he plans to operate as the Bristol & North Western, a steam tourist railroad. Keene also bought the abandoned Jisco steel mill at Jackson, acquiring in the process its 45-ton Porter diesel and a 1929 0-6-0 that had been the Baldwin Locomotive Works shop switcher until sold to Jisco in 1949. Seeking worthy motive power for the B&NW's reported 3% grades, Keene leased from the Mid-Continent Railway Museum in North Freedom, Wis., the famous fan trip engine, CB&Q 2-8-2 4960. The Mike was moved to Jackson in January where a team of contract workers and volunteers got both it and the 0-6-0 under steam by March. The 4960 has since been moved to Bristol, where it is expected to see service on the B&NW this summer.

BIG SOUTHERN/N&W STEAM The Southern Railway's Bill Purdie and his crew are working hard in Birmingham to get ex-C&O 2-8-4 2716 ready for the NRHS national convention set for Labor Day in Louisville. Meanwhile, old reliable 2-8-2 4501 will be providing steam for Southern's summer schedule augmented by a pair of handsome green and gold FP7 diesels.

The big news for 1982 is that when Birmingham completes work on the 2716 they will begin overhaul of Norfolk & Western Class J 4-8-4 611, which will be moved there from its berth at the Roanoke Transportation Museum sometime this summer. "The Word" is that the 611 will retain authentic black, red and gold livery with only a possible name change done in vintage-N&W style on the tender. This N&W-Southern merger is getting interesting.

CHESSIE SUPER DOME An addition to the consist of *Chessie's Safey Express* for the 1981 season (see TIMETABLE for schedule) is former-Milwaukee Road full-length Super Dome 58, built for the *Hiawathas* by Pullman-Standard in 1952. The car had been Amtrak 9382 before being sold to Railway Exposition Co. of Cincinnati. Owners F. Sprague and P.B. McOwen renumbered the car 382 and leased it to the Chessie System; it is being repainted to match the *Safety Express* consist. Dome seats are being sold on the Chessie trips at their Premium rate.

SILVERTON BRANCH SOLD After long negotiations, the D&RGW has completed the sale of its narrow gauge Durango to Silverton line to Charles Bradshaw, a Florida citrus grower, for $2.2 million. The new Durango & Silverton Narrow Gauge Railroad Co., Inc., will invest heavily in upgrading the line to permit larger K-36 and K-37 Mikes to be used (Bradshaw acquired six of the larger engines along with the Silverton's famous trio of K-28s). Bradshaw reportedly favors authenticity, and the D&RGW's fake diamond stacks will, hopefully, be the first things to go. He also plans to extend the operating season later into the fall—weather permitting—and to develop a vigorous advertising campaign. "I intend it to be profitable," he states.

ANOTHER SOUTHERN PACIFIC A local project to remove SP 2-8-0 3420 from display alongside the El Paso, Texas, depot and restore it to operation is off to a good start. Members of the El Paso Historical Railroad Committee moved the 2-8-0 on March 21 to the Wyler Industrial Works where the engine will be overhauled to be a feature attraction of the 4 Centuries '81 celebration. The 4 Centuries '81 Commission has budgeted $46,000 for the locomotive's restoration. The 1904 El Paso & Southwestern engine was put on display in 1955.

FEDERAL RAIL FUNDS CUT The Reagan administration has proposed to give Amtrak $613 million of the $933 million it had requested for fiscal 1982. Amtrak's President Alan Boyd claims the reduction will mean the elimination of much of the carrier's routes, which currently total 24,000 miles. He says that the only regular, frequent service that would remain would be the Northeast Corridor between Washington and Boston plus a couple of other relatively short inter-city routes like Detroit-Chicago and Los Angeles-San Diego. Bus companies operating on the Interstate highway system are waiting to step in and take over any traffic diverted from Amtrak.

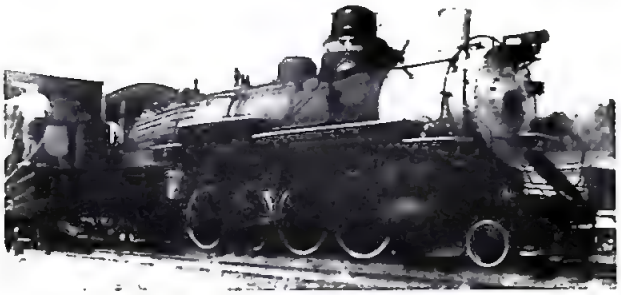
On the freight side, the administration plans to halt aid to the money-losing Conrail system in fiscal 1982. The burden of support is to be shifted from taxpayers to the local governments and shippers who benefit most from its continued operation. Since its formation in 1976, the government-sponsored successor to the Penn Central and its neighbors has used over $6 billion in federal funds and is running an annual deficit of over $200 million.

The Reagan administration has been appearing to favor a complete liquidation of Conrail, with its viable portions sold off to other railroads. Western carriers will be encouraged in such a circumstance, and the government may offer some creative ways to finance such a move—WALTER A. APPEL.

GOODBYE GG1'S? Close on the heels of Amtrak's decision to pull the last of its GG1 electric locomotives out of service by May, 1981, the New Jersey DOT announced that it, too, may remove its 13 GG1s from N.J. Transit service between New York's Penn Station and South Amboy, N.J. Faced with a state cutback of funds, N.J. Transit is looking for ways to reduce costs, and one is the elimination of the

DAVID SEIDEL

JOHN M. HENINGER

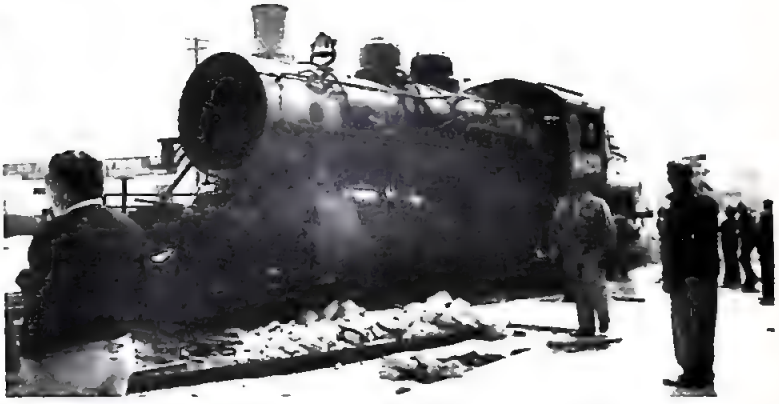


JOHN P. KILLORAN

THE CHALLENGER stormed out of Cheyenne on March 25 with eleven hoppers on a test run to LaSalle, Colo. The 3985 was pronounced ready for Sacramento.

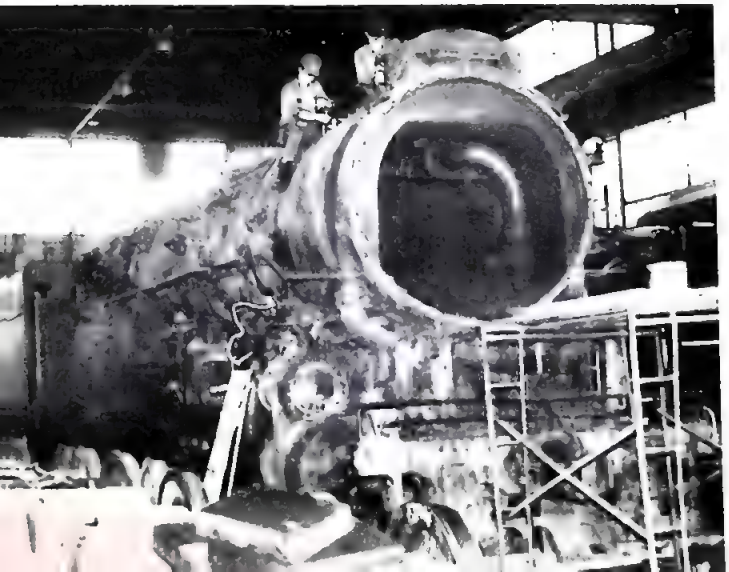
THE BRISTOL & NORTH WESTERN moved its leased CB&Q 2-8-2 4960 (**left**) to its property at Benham, Va., on March 30 in preparation for summer tourist operation. The B&NW overhauled the 4960 at the abandoned Jisco steel mill in Jackson, Ohio, where it also fired up Jisco 0-6-0 3 (**below left**) on March 1.

CHRIS STARK



ANOTHER SOUTHERN PACIFIC steam engine may be running soon. El Paso removed 2-8-0 3420 from display at the depot on March 31, 1981, for overhaul.

LARRY RICHARDS



BIG SOUTHERN/N&W STEAM is in the offing as ex-C&O 2-8-4 2716 gets boiler work (**left**) at Birmingham; next will be N&W 4-8-4 611 to be readied for 1982.

FAMILY LINES lettering went on the tender of Chessie's ex-C&O 4-8-4 614 in preparation for Florida trips; it tested by pushing WM freight on February 4.

JOHN H. BOHON

Railnews

engine changes at South Amboy on the North Jersey Coast runs. Presently, the former-PRR trains out of Bay Head use E8s to South Amboy, where diesels are swapped for a GG1 which takes the train through Newark and directly into Penn Station. The former-CNJ trains on the same route carry diesels directly through from Bay Head to Newark where all passengers detrain and board either PATH subway cars for New York or main line m.u.s. for Penn Station. One cost-cutting proposal is to drop the electric engine change on the Pennsy trains and operate all of the Bay Head trains like the CNJ trains, terminating them at Newark. There is, of course, a lot of local opposition to such a move.

N.J. Transit is also considering dropping all service on the Pennsylvania-Reading Seashore Lines between Lindenwold and Atlantic City; its RDCs are presently the only rail service to the rapidly-growing gambling center, although a dramatic new high speed line has been proposed. Elsewhere on the system, N.J. Transit is proposing dropping one rush hour train on each commuter line, cutting back weekend service and hiking fares by 70%. The Garden State commuter agency claims it is now faced with an $80 million budget deficit in the coming year due to increased costs, changes in state funding, and Amtrak's refusal to subsidize Trenton-New York service. January 12, 1982, is the target date for the changes, but fares will go up in June 1981—WALTER A. APPEL.

THE LAST RUN On January 31, 1981, the South Shore Line made the last run of electrified freight service with Little Joe 803 on the Gary Switch Job. The last day was scheduled to be February 7, but on January 31 the 803 lost the brake rigging on her rear drivers, disabling the big unit on the Georgia Pacific switch lead, fouling the westbound main. Two local railfan/railroaders, Bill Raia and Lou Gerard, Jr., who were photographing the operation, provided the tools and knowhow to remove enough of the damaged brake rigging to get the unit clear of the main line over an hour before help arrived from Michigan City. After the Michigan City crew arrived, all the rigging was removed, the air was cut out on that end, and the 803 proceeded to Burnham Yard with the train, set it out there and returned to Gary to end electric freight operation forever. The Gary Job worked with a Geep until February 7, when it was abolished in favor of a weekday job out of Michigan City.

SIGHTED C420, SUNK SAME. Friday the 13th (of March) struck the Virginia & Maryland Railroad when the barge *Captain Edward Richardson* sunk in about thirty feet of water in the slip at Cape Charles, Va., submerging the V&M's ex-LIRR C420 403 and 18 freight cars. The unpowered barge had just completed a tow from Norfolk when it sank in the slip; the cause is still under investigation. The barge service is not operated by the V&M but is contracted by Portside Marine, Inc., of Chesapeake.

The V&M, incidentally, has just acquired another C420, Conrail 2074, originally Lehigh & Hudson River 24.

MOTIVE POWER NEWS: While receiving seven new GP38-2s, the **Soo Line** has sent the famous "Dolly Sisters" Alco DL640s 415-416 to scrap at Naparano's in New Jersey.

The Southern Ry. is taking delivery of six GE B36-7s, 3815-3820. Complete with "elephant ears," the units have high short hoods, single controls and long hood forward.

The Indiana Railway Museum has purchased the **Algers, Winslow & Western** Alco S4 switcher, No. 1, which they had leased last fall. The AW&W credited lease payments toward the purchase price and then deducted another $5000 as a donation to the museum.

Amtrak's forlorn **United Aircraft Turbotrains** are being scrapped at Naparano's in Newark, N.J. Turbines and other useable parts are reportedly being salvaged for sale to VIA.

Clinchfield Railroad 4-6-0 No. 1 has been spotted en route to a permanent home at the B&O Museum in Baltimore.

CENTRAL WISCONSIN R.R. Would you believe that the Central Wisconsin has just purchased four Fairbanks Morse switchers from the Milwaukee Road? It's true; the 706, 726, 763 and 767 are presently being delivered to the short line which is operating state-owned ex-Milwaukee trackage between Waukesha and Milton Junction. They will suppliment CW's 1946 GE 70-tonner 210, nicknamed "The Blue Ox," which has been ailing lately. Three of the FMs are expected to eventually run—JERRY HILTON.

BURLINGTON NORTHERN With the delivery of new GP39-2s, 2700-2734, the BN is rapidly thinning its ranks of operative F-units on the western end of the system. The BN F fleet is still the nation's largest, but at the rate the railroad has been storing units for disposition, this may not last long.

Basically, the Fs on the eastern end of the system—aside from the older F7s—have withstood the pressure from the new units rather well, with the former-passenger F9s assigned to Grand Forks, Dilworth and Superior still slugging away in March 1981.

But out West the Fs haven't survived the onslaught as well. Auburn, Washington, which only two years ago hosted 26 Fs on its servicing books, had only nine as of March 12: a single F3A, three F7As and five F9A/Bs. A-B-A sets are still common on trains like the North Bend Turn (5:00 a.m. weekdays at Auburn) and Crew Three (11:30 a.m. daily Auburn-Seattle-Auburn-Tacoma-Auburn transfer with three Fs or Geeps). One more Auburn job, the Auburn-Everett Turn, gets Fs regularly, usually two units in A-B, Geep-A or the photogenic A-B lashup. Called for 7:00 a.m., the Everett Turn passes through Seattle northbound by 9:00 a.m. and leaves Everett's Delta Yard by 3:00 p.m. for the picturesque southbound trek along Puget Sound.

Seattle's F-unit situation is but a shell of its former self. The fleet of high-speed 600s which once ruled the Seattle-Portland main are gone and only two F9As and four F9Bs remain, usually running on Vancouver, B.C., trains 133/134 (north out of Seattle daily at 9:00 a.m. and back about 5:00 p.m.) or 183/184 (both nighttime at Seattle). The Ferndale Turn (late afternoon out of Seattle and early morning return) also occasionally rates Fs and various Geeps.

East of the mountains, the dwindling fleet of nice-looking former-NP F9s is undergoing metamorphosis after their replacement on Marias Pass helper service last fall by F45s. Today the F9s and lone F7A 682 (the last 600-series cab still at work) polish the rails to Coulee City, Lewiston and Kettle Falls out of Spokane and serve occasionally as helpers on Marshall Hill.

Vancouver's fleet of three F9As and five F9Bs has of late been working Portland-Vancouver transfer jobs spliced between GP35s and the Gray's Harbor trains to Hoquiam. Vancouver is scheduled to get the first batch of GP39-2s, and that could spell the end for Fs there. As more of the GP39-2s arrive, the covered wagons will either get the boneyard or a boot back east to join their kin—BLAIR KOOISTRA.

BOSTON'S PROBLEMS Passenger service between Boston and Concord, N.H., ended suddenly on February 28, 1981, following a Reagan Administration decision to cut off funding. Commuter service to southern New Hampshire over the B&M had begun just 13 months earlier amid high hopes, and the daily train had been attracting a respectable 200 riders.

Unfortunately, what Carter could give, Reagan could take away. The New Hampshire service had probably been inspired by that state's early Presidential primary, since just in time for last year's key election the FRA had awarded the New Hampshire Transportation Authority a $2 million grant for a commuter service "demonstration project." To justify the "research" angle of the grant, the FRA squandered a third of it on a pair of cute but impractical Leyland railbusses from England, while another third went into track reconstruction. In spite of an inconveniently early departure from Concord and fairly high fares, the trains were locally regarded as a success. But like all commuter trains, they required a subsidy. Since the NHTA had no alternative source of funds, that ended that.

A week earlier, on February 20, B&M/MBTA service to Providence, R.I., had ended. A court injunction that had postponed the original January train-off date had expired, and Rhode Island DOT held a sham public hearing to satisfy the letter of the law—but the decision to drop the trains was announced *before* the hearing! Thus, Providence's four daily commuter trains were cut back to Attleboro, the last station in Massachusetts.

Meanwhile, MBTA's serious budget problems are still unresolved, and further cuts in Boston's commuter system seem likely before the end of the year—TOM NELLIGAN.

RANDALL J. ROOK

SIGHTED C420, SUNK SAME. On Friday the 13th (of March 1981), the Virginia & Maryland's unpowered barge *Captain Edward Richardson* sunk in the slip at Cape Charles, Va., loaded with 18 freight cars and ex-LIRR C420 203 (**right**). The locomotive was completely submerged a few hours after this photo was taken when emergency pumps couldn't overcome the flooding. The V&M had just bought Conrail C420 2074, ex-L&HR 24, which was seen (**above**) at Abrams Yard on February 28.

ED SHARPE

DARRELL LAND

SOUTHERN RAILWAY is taking delivery of six GE B36-7s, 3815-3820, set up long hood forward. 3818 was at Ludlow on April 2.

WILLIAM A. RAIA

THE LAST RUN of South Shore electric freight service came unexpectedly on January 31, 1981, when Little Joe 803 lost its brake rigging on the Gary Job.

FRANK P. BATTITO

NAPARANO IRON & METAL of Newark, N.J., has acquired Soo's "Dolly Sisters," DL640s 415-416, and Amtrak's UA Turbotrains.

TWO BN PHOTOS: BLAIR KOOISTRA

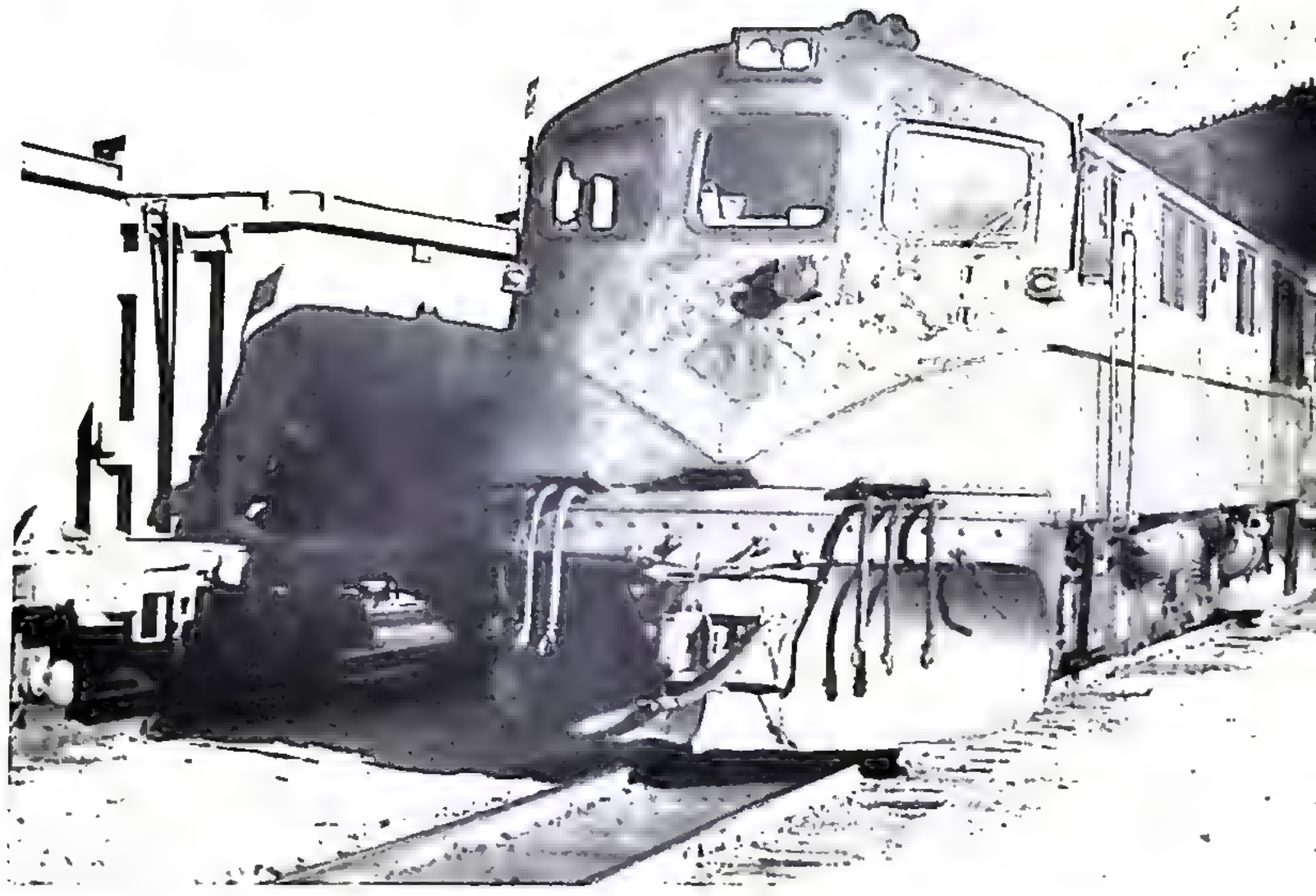
BURLINGTON NORTHERN is reducing its F-unit fleet as downturn in economy and delivery of GP39-2s 2700-2734 tender them surplus. BN's last F3 is 706.

ALYN SPECHT

The amazing White Pass

PART ONE: The Gold Rush spirit is very much alive on this frontier railroad with narrow gauge Alco and GE diesels on mixed trains to the Yukon.

by Chris D'Amato



PHOTOGRAPHY: CHRIS D'AMATO, EXCEPT AS NOTED

The White Pass & Yukon Railway is, without a doubt, one of the most spectacular pieces of railroading on the North American continent. Unfortunately, it is also one of the most overlooked. The WP&Y is the last surviving line-haul narrow gauge railroad operating in the U.S.—although the bulk of its mileage is in Canada—and its lusty pioneer spirit can be felt right down to its every spike and rail joint. Four percent grades and horseshoe curves, spindly wooden trestles and weathered snowsheds, mixed trains and open platform parlor cars, narrow gauge track clinging precariously to rocky ledges, and a history that rivals any of the famous Colorado lines, all add up to some unforgettable railroading.

To truly appreciate today's WP&Y, it is essential to take a look back at its lively history. The fact that the railroad was built at all can be attributed to one thing: gold. In August of 1896, George Washington Carmack and his Tagish Indian companions Skookum Jim and Dawson Charlie (also known as Tagish Charlie) discovered gold in what is now Bonanza Creek in the Yukon Territory. It took almost a year for news of the discovery to reach the outside world.

On july 17, 1897, the steamer *Portland* sailed into Seattle from Alaska with its famous "Ton of Gold" (which was actually two tons) and 68 passengers, all of whom had struck it rich. That day's Seattle *Post-Intelligencer* reported that no one on board had less than $5,000, and a few had as much as $100,000.

The news of the gold find spread rapidly, and the newspapers were filled with tales of men who went into the Yukon and brought out a fortune in gold nuggets. This news came at a time when the United States was in the midst of an economic depression. Thousands of men were down on their luck and out of work, and many of them, eager for the chance to strike it rich, headed off for the Yukon. It wasn't just the out-of-work who headed north, though; there were also doctors, lawyers and businessmen, all of whom pulled up stakes and joined the rush. Many of them ended up establishing businesses that catered to the prospectors.

The shortest, quickest and most popular way to the gold fields was via steamer from the West Coast up the Inside Passage to Skagway. From there the stampeders would head for Lake Bennett, crossing the Coast Range over either the White Pass Trail from Skagway or the Chilkoot Trail from nearby Dyea. Once at the lake, they would build a raft and float northward more than 500 miles down the Yukon River until they reached Dawson City. If any of this sounds easy, it wasn't. The ships that sailed the Inside Passage were generally small, slow and very overcrowded. Skagway itself during this time had grown from a small wharf and a couple of shacks into a town of over 20,000 people with the dubious distinction of being the roughest town in the West. It was filled with gold-crazed prospectors, dance hall girls and ruthless con men. The most notorious of the con men was Jefferson R. "Soapy" Smith who, along with his gang, gained control of much of Skagway's business. Like many Western villains though, Soapy Smith's life came to a sudden and violent end when he was gunned down in a shootout.

The hardest part of the journey came upon leaving Skagway. The Canadian Government required that each man entering the Yukon bring a year's worth of provisions (approximately one ton) with him. Those with enough money hired packers (at 38 cents a pound or more) to help haul their belongings, or piled them on wagons and sleighs which were pulled by teams of dogs or horses. The less fortunate spent weeks backpacking their supplies through the mountains.

Of the two trails, the Chilkoot was the shorter (35 miles compared to 45 miles over White Pass) and more popular route. However, its 3500-foot elevation made it the higher of the two, and crossing it meant waiting in line to climb the famous "Golden Stairs" that were worn into the frozen snow by thousands of stampeders as they made their way slowly up the 1225-foot, 30-degree incline with 50 to 75 pounds of provisions strapped to their backs. Over and over they made the trip up the side of the mountain until they had enough supplies to satisfy the Canadian authorities. Those few who could afford the ten-cents-a-pound charge had their supplies brought up by an aerial cable lift that was built at the base of the mountain. Many men, upon seeing the pass, sold out for a dime on the dollar and turned back for home.

The lower elevation and gentler ascent of White Pass led many prospectors

NARROW GAUGE six-motor diesels power today's WP&Y. A trio of GE shovel-noses, led by No.90, the WP&Y's first diesel (**left**), has just arrived at Bennett from Whitehorse with the mixed train on October 21, 1980. Those units turned on the wye and a short while later headed back north with the mixed trailing a former-Sumpter Valley combine (**below**). The "big power" on the WP&Y is eight 1200-h.p. Montreal/Alco DL535E's like the 101 (**above**).

to attempt it with pack animals, but the pass was too rugged for them. It was a mixture of rock and mud or snow, and it was often closed for days at a time because of bad weather. Thousands of animals were killed on the way to the summit; many of them fell off the winding, narrow trail into the valley below. Others broke their legs crossing rocky streams or became stuck in the snow or mud and were left to die. Rotting carcasses were everywhere on the trail, and one section was so bad it soon became known as "Dead Horse Gulch."

Once over the passes, the stampeders would head for Lake Bennett where they set up a tent city of over 10,000 population, built boats and waited for the ice to break. When it broke, in the spring of 1898, over 7,000 boats and rafts of all shapes and sizes headed down the lake towards the Yukon River. The lake was the first in a chain of long narrow lakes that lead to the river, and like the river, they could be dangerous at times. High winds would sometimes funnel down the lakes creating waves that would swamp the overloaded boats. The Yukon River was filled with rocks, reefs and treacherous rapids. During the summer the miners were also plagued by hordes of giant mosquitos that lived near the water.

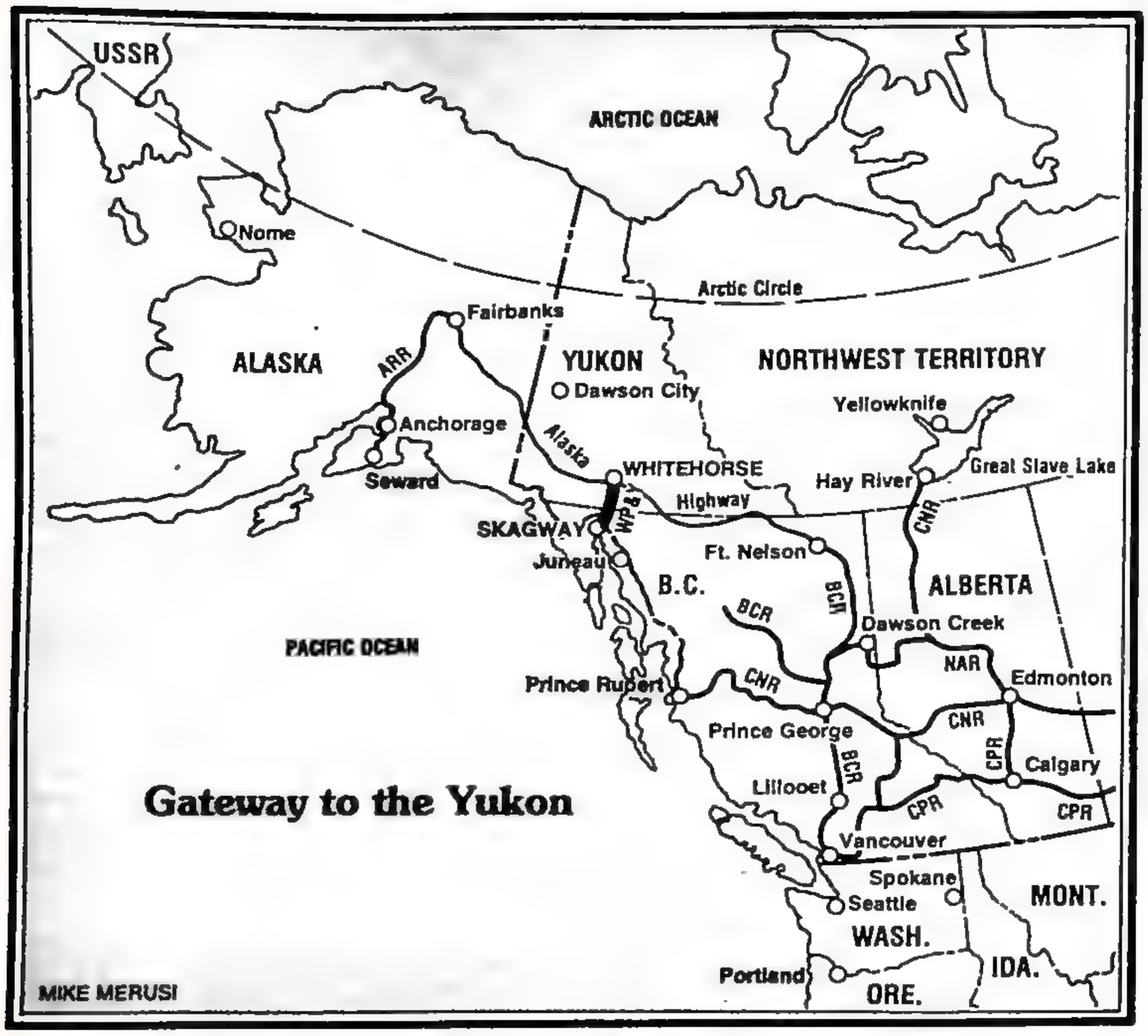
Most of the men completed the 600-mile trip from Skagway or Dyea only to find that all of the land in and around Dawson had already been claimed. Very few ever struck it rich, and most ended up working for someone else or returning home broke. It wasn't easy.

Comes the railroad

The first man to do something about easing the journey was George Brackett, a former engineer on the Northern Pacific Railroad and former mayor of Minneapolis. In 1897 he organized the Skagway & Yukon Transportation Company and started work on a wagon road out of Skagway. Although he invested $185,000 of his own money, he had problems raising the additional capital, and the road was never finished. To travel the eight miles that had been completed cost ten dollars per wagon or one dollar per person or animal. The stampeders were reluctant at first to pay, but Brackett, being a politician with friends in Washington, had the U.S. Army called out from Dyea to help enforce compliance with his tolls.

In early 1898 two other men came north with the idea of making the journey easier. They were Sir Thomas Tancrede, a representative of Close Bros., a group of British financiers, and Michael J. Heney, a Canadian railway contractor. Tancrede and his party had surveyed the mountains and had come to the conclusion that it was impossible to build a railroad out of Skagway and over the St. Elias Mountains. Heney—or "The Irish Prince," as he was known—thought differently. He was convinced that a line could be built, and when he met Tancrede one night in the St. James Bar in Skagway, he convinced him of it, too. Tancrede agreed to arrange for British financial backing, and Heney took on the job of chief of construction for the railroad.

The narrow gauge White Pass & Yukon Railway Company was organized in 1898 and was comprised of the Pacific & Arctic Railway & Navigation Company in Alaska, the British Columbia—Yukon Railway in British Co-



lumbia, and the British Yukon Railway in the Yukon Territory.

A number of surveys were made before it was decided to follow the toll road out of Skagway and to cross the mountains at White Pass. The railroad paid $50,000 to George Brackett for his road, and on May 28, 1898, the day after the first shipload of supplies arrived, they began construction. The tracks were laid up Broadway from the wharf towards White Pass and the Yukon.

Two months later, on July 20, the railroad's first engine arrived. The following day it was put into service running over the four miles of completed track, thus making it the northernmost railroad in the Western Hemisphere.

The initial 21 miles from Skagway to the pass were the most difficult. The railroad climbed from sea level in Skagway to 2,885 feet at the summit of the pass on an average grade of 2.6%, with some sections of the grade as steep as 3.9%. For most of this route the railroad hugged the mountainsides, sometimes high above the Skagway River and the canyon floor. The roadbed had to be blasted out of solid rock, and in one case an entire cliff, 20 feet high, 70 feet wide and 20 feet deep, was blasted away. A 250-foot tunnel was cut into the side of another mountain, and the rubble was then carted away by hand.

With the closest base for supplies 1,000 miles away in Seattle, the construction crews had to rely on manpower to get the job done. The labor force varied in size from 700 to 2,000 men. Many of them worked only long enough to earn the extra money needed to continue their journey, and others left at the mere mention of a possible gold strike. On August 8, 1898, a rumor of a gold strike in Atlin, B.C., caused a mass exodus of 1500 workers and their picks and shovels. The railroad quickly replaced the men, and construction continued. When winter weather came the workers sometimes had to rope themselves together to prevent being blown off the sides of the mountains by the severe winds. Heavy snow and temperatures as low as 30 to 60 below zero hampered the work. For all of this the

RAILROAD COLLECTION

men received up to three dollars a day plus lodging.

As the tracks neared the summit, a temporary switchback was built at Dead Horse Gulch to serve until the railroad could complete what was at the time the world's highest railway bridge, a spectacular steel cantilever bridge 215 feet above the old White Pass Trail.

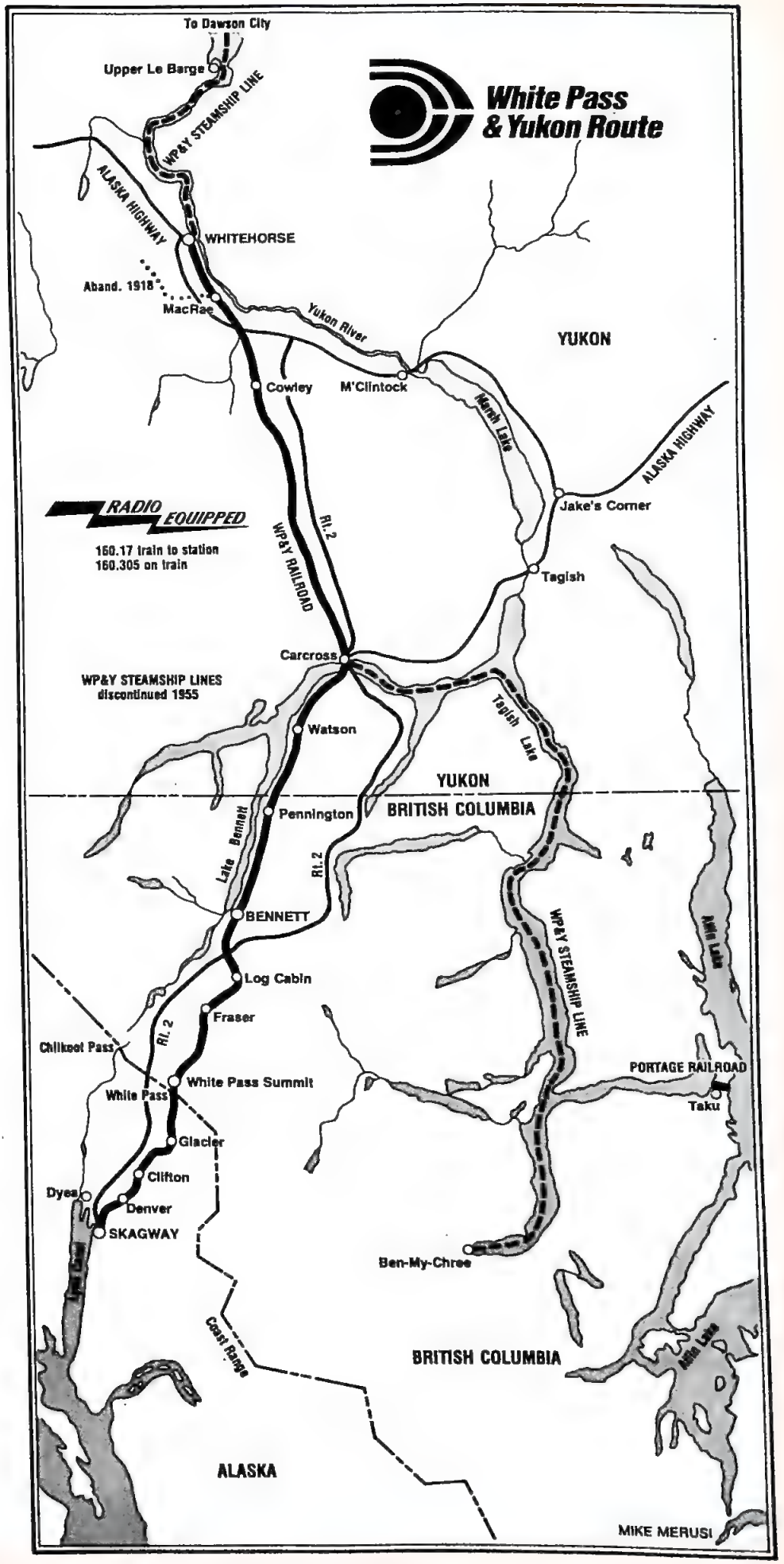
The summit was reached on February 20, 1899, two months behind schedule. From there to Lake Bennett the job went quicker, and the first train arrived at the lake on July 6th. On its return trip to Skagway, the train carried over $500,000 in gold dust along with some very happy prospectors.

While construction continued north along the lake, another crew had begun working its way south from Whitehorse. The two crews met at Caribou Crossing (now called Carcross), and on July 29, 1900, the official gold spike ceremony was held. After the usual speeches, the dignitaries proceeded to smash the golden spike into little more than an expensive piece of scrap metal.

The railroad's first year was a good one. While the prospectors had since moved on from the Klondike to Nome, Alaska, where new strikes had been reported, there was still plenty of mining activity being carried out in the Yukon. The claims that had been worked by hand were now being consolidated and worked by machines, and the WP&Y was busy hauling in the machinery and mining equipment needed for the operations. The railroad brought the equipment as far as Whitehorse where it was transferred to Yukon River steamers for the trip to the Klondike.

In addition to the gold, large deposits of silver, lead and zinc were discovered near Mayo, Y.T., and they, too, were shipped via river steamer to Whitehorse and then on to Skagway over the WP&Y.

In 1901 the railway diversified by getting into first the riverboat business and then the stagecoach and mail-carrying business. The riverboats operated during the summer months between Whitehorse and Dawson and from Carcross to Ben-My-Chree, carrying both freight and passengers. The stage line also operated between Whitehorse and Dawson using wagons in the summer and sleighs in the winter. The sleighs, which were pulled by four to six horses, each held nine to 14 people in addition to 1000 pounds of baggage and 1000 pounds of mail and express. This service lasted until 1921, when another contractor took over the winter route and used trucks and tractors on the trail.



FORMER-SUMPTER VALLEY 2-8-2 81 steams up Broadway in Skagway circa 1941; the tracks were moved during WWII.

J. SAXE, RAILROAD COLLECTION

THE SUMMIT OF WHITE PASS was reached in 1899, where supplies were then transferred (**above**) from the new railroad cars—lettered P&AR&NCo. above their numbers—to horse-drawn sleighs. Baldwin built outside-frame 4-6-0 in 1900; it is shown (**below**) at the Skagway roundhouse circa 1940. This engine ended its days in 1949 when it was used as rip-rap to fill a washout on the Skagway River at Milepost 2.5.

VERNON L. ARDIFF, RAILROAD COLLECTION

In 1910 the railroad built its only branch line, a ten-mile spur to a copper mine near Whitehorse. Despite the additional traffic, business was slowly falling off. The line stopped paying dividends in 1913, and in 1918 it was reorganized. The depression all but brought an end to tourist traffic, and freight shipments were down to approximately 12,000 tons a year, about half of what they had been up until World War I. The railroad's severe lack of money took its toll on both the roadbed and the rolling stock, and no new locomotives were purchased between 1908 and 1938. Business started to pick up again during the late 1930s, and near the end of the decade the railroad bought a pair of new 2-8-2s from Baldwin.

During this time the railroad also operated an airline service between Whitehorse, Dawson and Mayo. Service started in 1934 with a single-engine amphibious biplane nicknamed "The Duck". A few years later, a Curtis Condor and three Ford Tri-motors were added to the fleet to supplement the two Fairchild seaplanes already on the roster. In 1941 the airline was sold to Yukon Southern Air Transport Company, and today the routes are flown by CP Air.

The war and highway

Strangely enough, it took a highway to turn the WP&Y's fortunes around. With the Japanese attack on Pearl Harbor on December 7, 1941, the Americans realized that Alaska, as well as Hawaii, was vulnerable to attack. The Japanese occupied two of the Aleutian Islands, and the Americans and Canadians feared that they might gain a stronger foothold in Alaska and stop delivery of supplies along the coast and to Russia. The United States quickly decided to build an all-weather road to Alaska.

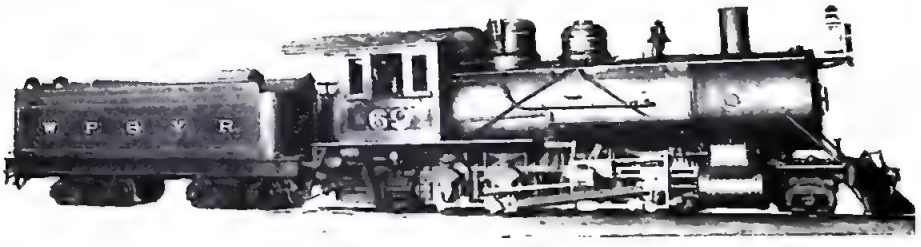
The Alaska Highway was to stretch from Dawson Creek, B.C., which was the northern terminus of the Northern Alberta Railway (and connected by road to Edmonton) to Fairbanks, Alaska, the northern terminus of the government-owned Alaska Railroad. Whitehorse, because of its rail link to the Alaskan coast, was chosen as one of the three jumping-off sites for construction of the road in the spring of 1942.

In addition to the 1500-mile Alaska Highway, the railroad also carried supplies for the CANOL project, a road and pipeline built by the U.S. Army to supply oil from Norman Wells, N.W.T., to a refinery at Whitehorse.

The WP&Y had less than a dozen en-

A YMCA EXCURSION arrived at Bennett on August 5,1899,behind outside-frame 2-8-0 7. That church with the fancy woodwork is now abandoned (below) but intact.

VERNON L. ARDIFF. RAILROAD COLLECTION



THIRTY YEARS of no new locomotives elapsed between the time the WP&Y bought outside-frame 2-8-0 69 in 1908 and husky Mikado 70 in 1938, reflecting the road's post-Gold Rush hardships. The 69 now operates on the Black Hills Central.

VERNON L. ARDIFF. RAILROAD COLLECTION

gines on hand, which was not nearly enough to meet the challenge of supplying material for the two projects. During the first nine months of 1942, the railroad moved over 67,000 tons, but they were unable to keep pace with the Army, so the government leased the railway, and the 770th Railway Operating Battalion of the Military Railway Service took over the line on October 1, 1942. They immediately began to bring in more locomotives and rolling stock. The cars, 258 of them, came from various narrow gauge lines across the country. The additional engines included a pair of Ten-Wheelers from the Eastern Tennessee & Western North Carolina, a pair of 2-8-0s from the Colorado & Southern and three more from the Silverton Northern, a Prairie that had been sold by the WP&Y to the long-abandoned Klondike Mines Railway in Dawson, and seven K28 2-8-2s from the Denver & Rio Grande Western (that was the entire K28 fleet except for the famous Silverton trio; 473, 476 and 478). The Army also diverted a shipment of ten 2-8-2s on their way to Iran for use on the WP&Y. With the combination of engines brought in by the Army and the WP&Y's own locomotives (two of which had come from the Sumpter Valley in 1940), the roundhouse in Skagway must have been quite a sight during the war!

In addition to bringing in more cars and locomotives, the MRS also expanded the shops at Skagway and moved the track from the middle of Broadway to the south edge of town alongside the base of the mountains.

During the war the railroad operated around the clock. In the last three months of 1942 they hauled more than they had the entire previous year, and in 1943, thanks to the Military Railway

Service, they hauled over 280,000 tons—or ten times the traffic of 1941! They did this despite a ten-day closing of the line between February 5 and February 15, 1943, due to heavy snow, high winds and temperatures down to thirty degrees below zero. The enormous traffic volume culminated on August 4, 1943. On that day, the railroad operated 38 trains north and south over the 110-mile line.

On May 1, 1946, control of the railroad was returned to the WP&Y. With the war over, many of the engines that had been brought north by the government were no longer needed. Most of the engines were scrapped in either Skagway or Seattle in the late 1940s and early 1950s. A few of the military engines that had been diverted from Iran for service in Alaska, along with some of the WP&Y's own engines, were later sold to various tourist railroads in the states, and one of them, Mikado 195, was placed on display in Skagway.

While the interior route to Alaska was intended as a way of keeping military shipments out of the range of the Japanese, it also helped to open the Yukon to large scale exploration and development after the war. New mines and communities were built, and existing mines were expanded. Whitehorse took on a new importance as the territory's transportation and communications center, and in 1953 the capitol was moved there from Dawson City.

Up until the early 1950s, the railroad's operations had changed little since its construction during the turn of the century. Steam still ruled the rails, and the wooden sternwheelers continued to ply the waters of the Yukon River between Dawson and Whitehorse. It had become apparent to the WP&Y's management, however, that changes would have to be made in the railroad's outmoded style of operations if they were going to handle in an efficient and economical manner the increased traffic volume brought on by the development of the Yukon.

Diesels arrive

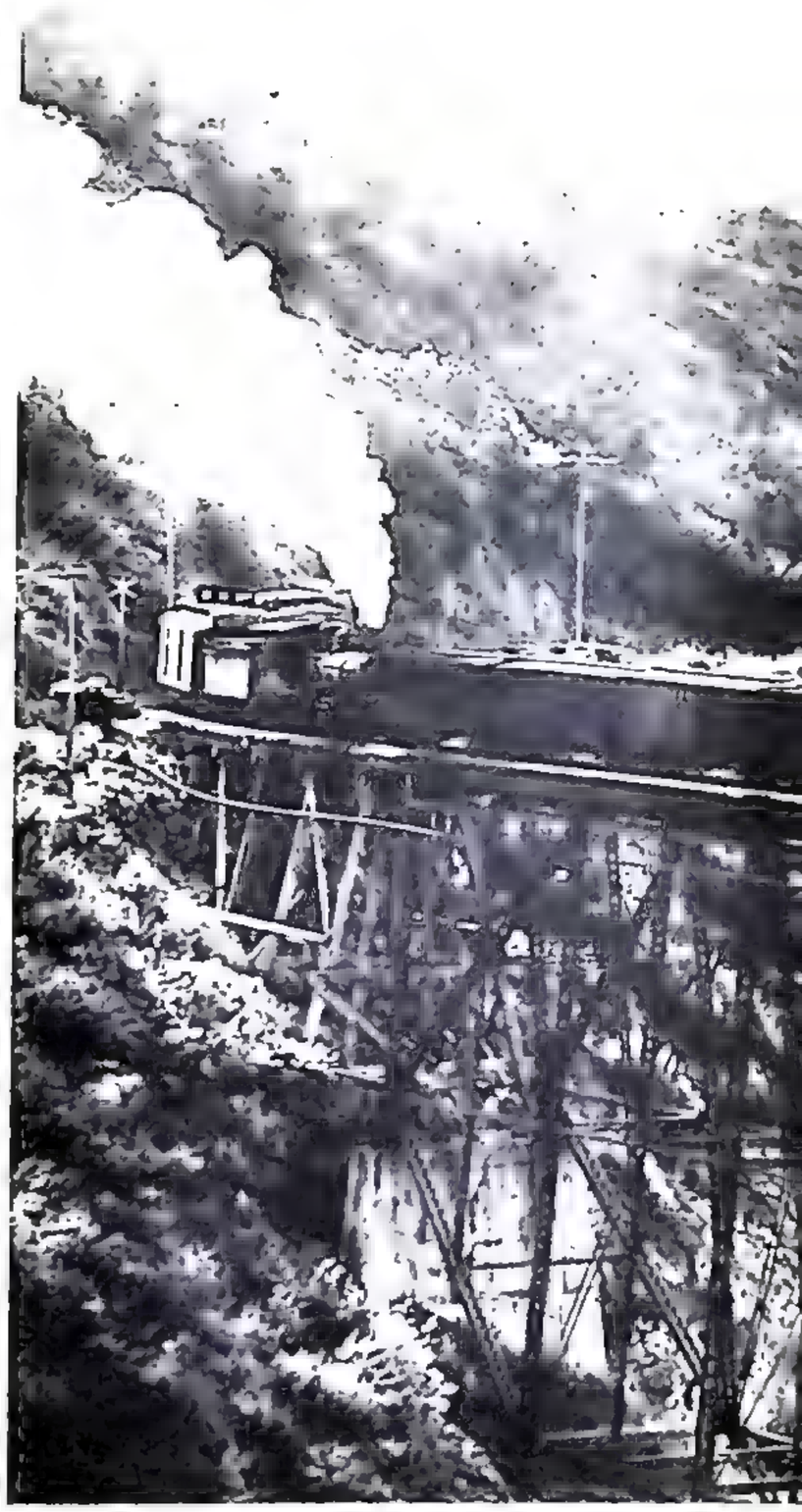
The railroad began its modernization process in 1954 with the purchase of two custom-built GE boxcab diesel electrics. These specially-built engines were designed to operate in the frigid temperatures and high winds of the far north. They were equipped with C-C trucks and six-cylinder Alco 251 engines and had a strange-looking reinforced shovel nose designed for bucking snow. Numbered 90 and 91, they produced 890 and 900 horsepower respectively. Impressed with the boxcabs' performance, the railroad ordered three more of the 890-hp. models in 1956 and an additional pair in 1963. The last three boxcabs were bought in 1966. These were the diesels that replaced steam on the White Pass as the railroad retired its last four operating Mikados in 1964 and 1965.

For the ocean portion of the journey, the White Pass replaced the *Clifford J. Rogers* with the new 6900-ton M.V. *Frank H. Brown*. In 1969 the *Brown* was joined by the M.V. *Klondike*. Both ships are 394 feet long and 70 feet wide. Each ship is equiped with a gantry crane and is capable of loading approximately 25 tons of containerized freight every three minutes. The addition of the second vessel made it possible for the WP&Y to provide weekly service for shippers between Vancouver and the north.

During the late 1960s, the Anvil Mining Corporation began construction of one of the largest lead-zinc mines in the world near Ross River, Y.T. (120 air miles northeast of Whitehorse). Two years before the actual mining began, Anvil Mining signed a contract with the White Pass & Yukon to carry concentrates by truck and train to Skagway. While the mine was under construction, the White Pass started work on a six million dollar bulk loading and storage terminal to handle the estimated 1000 tons of concentrates that were to arrive in Skagway by train daily. Special "tear drop" containers were designed to handle the concentrates, and the White Pass purchased a fleet of heavy duty trucks to handle the containers from the mine to Whitehorse where they would be loaded onto new steel flatcars.

While the GE boxcabs were performing admirably, the railroad needed additional and more powerful engines to handle the increased traffic. In late 1968, the railroad ordered seven 105-ton, 1200 h.p., DL535E's from Alco in Schenectady, N.Y. These vest-pocket "Alligators" had Alco's familiar low short hood, six-wheel trucks and six-cylinder 251 engines. Since Alco was going out of the locomotive business at this time, these engines were built by Montreal Locomotive Works, a Canadian subsidiary of Alco, which purchased Alco's engineering designs and took over their locomotive licensing agreements in 1969. The engines were built in Canada in March and April of 1969 and were delivered to the White Pass that summer in time for the opening of the Anvil Mine in January 1970.

The new engines had been on the property only a few months when, on the evening of October 15, 1969, two of them (numbers 102 and 105) were destroyed in a fire that completely gutted the roundhouse. Along with the two diesels, Baldwin 2-8-2 72, which had been used occasionally as a stationary boiler, was also destroyed. The burned-out and rusting shells of the diesels can still be seen sitting in the weeds behind the new metal enginehouse. The badly-damaged steam engine also sat outside for a number of years until it was sold and shipped to Vancouver in the fall of 1979. In 1971 the railroad ordered three more



RAILROAD COLLECTION

J. NORMAN LOWE COLLECTION

THE GREAT STEEL bridge over the White Pass Trail was the world's highest when built in 1898. This late-1940s view shows one of the Army "Iranian" 2-8-2s and 2-8-0 69 working the mixed train northward. The scene of the train waiting on the dock at Skagway while the ocean steamer approaches is essentially unchanged today from this (**left**) late 1950s view. Diesels have replaced steam—although there is talk a Mikado may return—but the even the new steel parlor cars adhere to vintage architecture, as shown (**below**) with CP's *Princess Patricia* in 1978.

KARL ZIMMERMANN

DL535E's from MLW to replace the two that were destroyed in the fire.

In addition to the GE and MLW road units, the White Pass also had two GE 25-ton switchers that they bought from Colorado Fuel & Iron in 1969 and two switchers that they got from the U.S. Government: a 20-ton Plymouth gasoline engine that was destroyed in the Skagway roundhouse fire in 1969 and a GE 800-hp. C-C switcher that was used to switch the docks and yard in Skagway during the mid-1970s. Only the two GE 25-tonners are still on the property, although they are no longer in use.

Passenger operations

Operations on the railroad are closely geared to the comings and goings of the ships in the Skagway harbor. This is especially true of the passenger service, which operates special excursion trains to the Canadian border for the many cruise ships that call on Skagway during the summer months. The excursion trains run almost daily in the summer and depart directly from the wharf. The train usually leaves at 9:00 a.m. Yukon Time and takes passengers to the Alaska-British Columbia border where they board buses for the ride back into town on the new gravel highway. The one-way journey by train not only allows more people to ride the train, it also gives everyone more time to browse around Skagway.

In addition to the excursion trains, the railroad also operates a daily passenger train to Whitehorse from May 15 to September 15. The rest of the year the railroad runs a mixed train that operates Monday through Friday.

Despite its steep price ($49.00 one way Skagway to Whitehorse; $29.00 for the excursion to White Pass), the ride is extremely popular. Last year over 60,000 passengers rode on the WP&Y, and the trains are usually full during the summer. The majority of the railroad's passengers arrive in Skagway by cruise ship and take advantage of the special excursion trains to the border.

In an effort to attract more tourists to the Yukon, the territorial government is studying the possibility of restoring one of the last steam engines on the White Pass & Yukon. The engine, number 73, is a 2-8-2 that was built in 1947 and last operated by the railroad in 1965. Since then it had been on display at Bennett until 1979, when it was moved to Whitehorse for possible restoration.

The cost of repairing the engine has been estimated at $160,000, and while the territorial government has reportedly shown a willingness to pay for the repair work, they do not believe that the train can run at a profit. In a study done for the government, the estimated losses for the train, which would run between either Cowley or Carcross and Whitehorse, would be $250,000 an-

naually. The study went on to say that only 7,000 passengers could be expected to ride the train during its first two years of operation. An estimated 20,000 passengers to Carcross or 40,000 to Cowley would be needed for the train to break even.

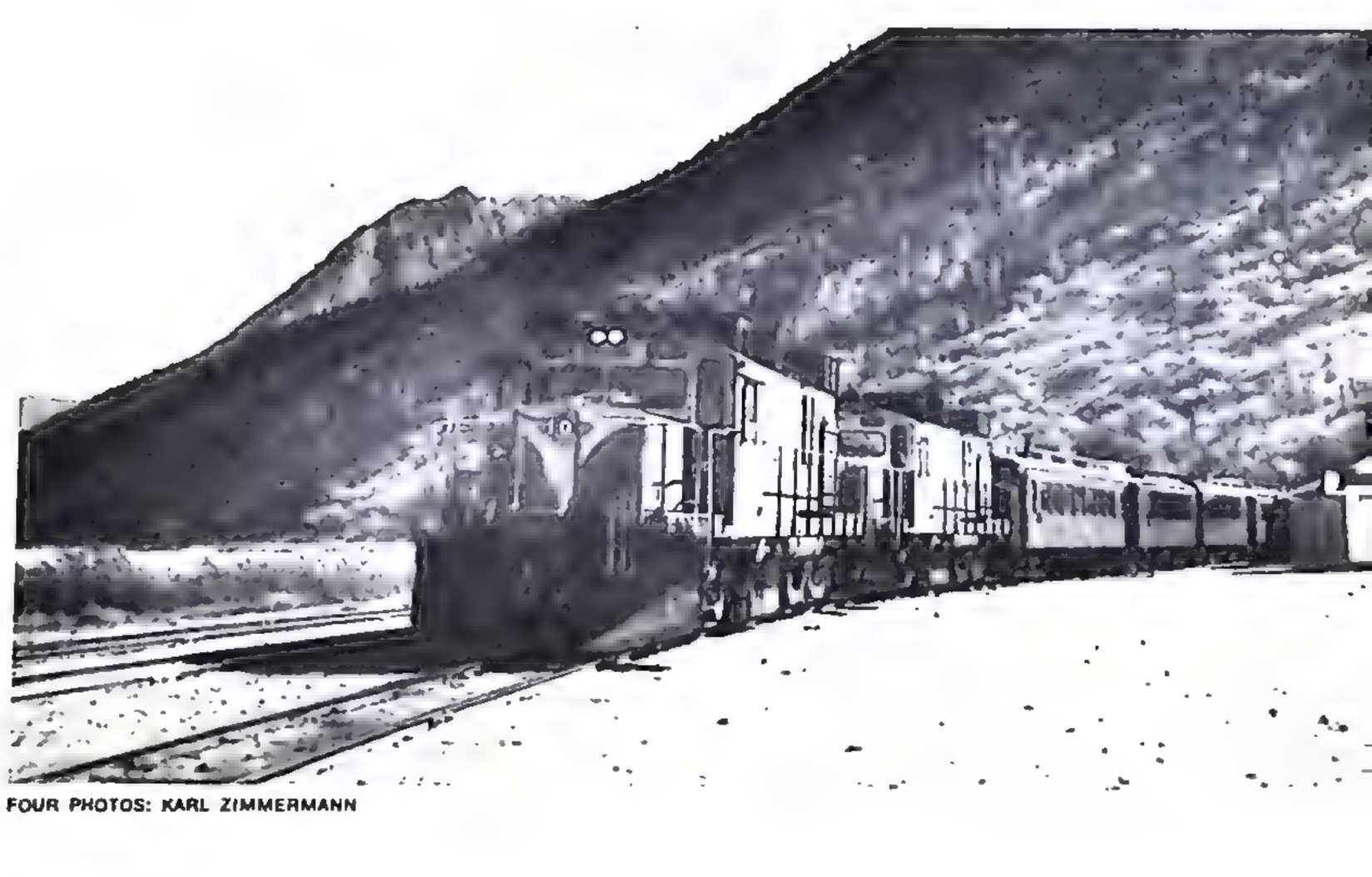
While the high cost involved in running the train makes such a project infeasible, there have been other proposed uses for the engine. The ideas range from running special dining car trains pulled by the locomotive, to just steaming it up on a siding for tourists to photograph. For the time being at least, passengers and railfans will have to settle for riding behind the narrow gauge boxcabs and Alcos.

To handle the passenger traffic, the railroad has 30 parlor cars that are used on the regular passenger and excursion trains and three combines that are used on the mixed trains. The White Pass passenger fleet consists not only of cars that were originally built for the railroad, but also of cars that the railroad has acquired over the years from a number of now-abandoned West Coast narrow gauge lines, the most notable of which was the Sumpter Valley Railroad in Oregon. Also among the railroad's passenger cars are ten new steel ones that were built in 1976.

Although most of the older cars were originally built as coaches, they have been rebuilt by the WP&Y into parlor cars. The new steel cars follow the same general lines as the older ones with large windows and open platforms. Inside, the cars have two rows of individual tubular-framed upholstered chairs that run the length of the car and face the aisle. Each car also has a fuel oil stove and a chemical toilet.

The three combines (one of which came from Sumpter Valley) are among the most interesting cars on the passenger roster. All three are equipped with cupolas for use by the brakeman and conductor on the mixed trains.

THE EXCURSION TRAIN to White Pass summit is poised on the dock at Skagway in July 1978; ahead is the gantry on the *Klondike* transferring containers to flatcars alongside. Two Alcos have the passenger train turned (**below**) at Bennett.



FOUR PHOTOS: KARL ZIMMERMANN

Freight traffic

Like the passenger service, freight service is also tied to the activities in the Skagway harbor. Cargo bound for the Yukon is brought in every other Monday by either the *Klondike* or the *Frank H. Brown*, both of which have had their propellers removed and are now used as barges. They are presently being towed back and forth between Skagway and North Vancouver on a 14-day schedule. In addition to the containerized freight and general cargo, the two vessels also carry heating fuel which is sent north to Whitehorse in a four-inch pipeline built by the U.S. Army during World War II and later sold to the railroad.

The really big change in the White Pass & Yukon's operations was not so much the dieselization, but rather the institution of containerized freight service in 1955. Up until that time, freight bound for the Yukon had to be delivered to the wharves in Vancouver by either rail or truck, unloaded and then reloaded onto a freighter for the voyage to Skagway. At Skagway, the process was repeated in reverse with the cargo being unloaded from the freighter and then reloaded into WP&Y boxcars for the trip to Whitehorse. There it would be unloaded once again and placed on trucks or on a riverboat for final delivery. The number of steps involved, and the number of men needed to handle the loading and unloading, made this a costly and time-consuming operation. When the railroad instituted its containerized system, which consisted of simply transferring the container from ship to train to truck for delivery, they cut their costs substantially and became recognized as an industry leader.

To handle the containers the WP&Y designed the world's first containerized ship, the M.V. *Clifford J. Rogers*. Built in Montreal, it had a carrying capacity of 4000 tons, and had room for 250

7-½8-foot containers below deck and general cargo above.

For the railroad portion of the containerized system, the WP&Y cut down a number of boxcars—keeping only the underframes—and used them as flatcars for the containers. The railroad even imported 45 boxcar underframes and trucks from the Oahu Railway in Hawaii for this purpose. For the final delivery of the containers, the White Pass highway division added a number of flatbed trucks to their rapidly expanding fleet.

In 1965 the White Pass completely modernized their thriving containerization system. They purchased new 8x8x25-foot steel-and-aluminum containers, built a new dock complex in North Vancouver, and rebuilt their Skagway dock facilities. They also bought seven giant stradle loaders which are designed to stradle a truck or railroad flatcar and load or unload their containers. These were placed in service at the line's three transfer points at North Vancouver, Skagway and Whitehorse. The Whitehorse transfer yard is actually six miles south of town at MacRae, where the railroad crosses the Alaska Highway. This was also the site of the railroad's only branch line, which was abandoned in 1918.

The present system of towing vessels, which the White Pass instituted to cut costs, will probably change in March 1981 when the contract with the tugboat operator runs out. If the towing company does not renew its contract—and it is expected that they will not—the White Pass plans to replace the propellers on the *Frank H. Brown* and begin operating it again under its own power. The current 14-day schedule will allow the WP&Y to operate with just the one ship, although the *Klondike* can also be made operational if future traffic demands warrant it.

The railroad takes three days to unload the vessels, bringing first the perishables and then the general cargo to Whitehorse. Better than 90% of the freight traffic on the WP&Y is handled in containers. In addition to the ore and standard containers, there are also low-sided, open top containers that resemble gondolas. These are used for loads that do not fit in the standard containers. Large loads, such as heavy mining equipment, can be carried on one of the railroad's four home-built drop-center flats.

During the summer months the freight trains leave in the evening. The rest of the year they leave in the morning as part of the mixed train. Generally, because of the steep grade up to the pass, the northbound trains are operated in two sections between Skagway and Lake Bennett. Depending upon the number of loads, an average northbound train can handle approximately 50 cars on the grade to the summit. At Bennett the southbound train from Whitehorse and the two northbound trains from Skagway all meet. The two northbounds are combined into one train for the remainder of the trip to Whitehorse, and the southbound train is cut into two sections for the journey down to Skagway. The trains are handled by Canadian crews between Whitehorse and Bennett, while U.S. crews handle the portion of the line from Bennett south. Standard motive power on these trains is usually three to five engines between Skagway and Bennett, and two or three engines on the Bennett to Whitehorse portion of the line.

While container cars make up the vast majority of the northbound loads, the railroad also has a fleet of 37 tank cars (some of which came from the Denver & Rio Grande Western) that haul gasoline to the Yukon. Unlike the heating fuel and containers, however, the gasoline is not carried in White Pass vessels; instead it is delivered to Skagway by chartered barge from Vancouver.

The bulk of the southbound loads are made up of ore concentrates from the Anvil mine. These silver, lead and zinc deposits are brought to the railroad's huge bulk loading and storage Skagway terminal, which has a storage capacity of 100,000 tons of mineral concentrates. At the terminal the ore is loaded into freighters for shipment overseas. Most of the ore goes to Japan, with some going to West Germany and occasionally the Soviet Union. In addition to the ore bound for overseas ports, the White Pass also loads lead, zinc and asbestos into its containers for shipment to Vancouver.

A TRAINLOAD of containers arrives in Skagway behind four GEs in July 1978; in addition to the two schemes shown on the cover, the 98 here wears the "intermediate" blue and white. The *Klondike* and *Princess Patricia* (below) are at Skagway.

The railroad also carries automobiles and campers for travelers between the Alaska Highway in Whitehorse and the northern terminus of the Alaska Marine Highway System in Skagway. During the summer months the automobiles are carried on flatcars on the daily passenger train. During the winter they are handled on the mixed train. With the recent completion of a summertime-only gravel road from Skagway to Carcross and Whitehorse, this business has fallen off some, but many people still prefer to use the trains as a bridge between the ferries and the highway, rather than drive the steep and winding new gravel road through the mountains.

Maintenance and snow

All of the railroad's maintenance chores are handled at the shops in Skagway. The fact that the White Pass & Yukon runs on three foot gauge track and serves a rather isolated section of the continent necessites their keeping an extensive inventory of spare parts on hand. According to Ed Hanousek, assistant manager of rail operations for the WP&Y, it takes up to six to eight months for the railroad to receive parts once they are ordered. Some of the railroad's spare parts have been salvaged from old cars or purchased from other abandoned narrow gauge lines. A look around the shop area reveals a number of trucks and wheelsets with the initials D&RGW and EBTRR&CCO cast into them.

Track maintenance is handled by four crews. Two of the crews are assigned to the 21-mile grade between Skagway and the border at White Pass. A third crew, stationed at Bennett, handles the section of track between White Pass and Carcross, and the Carcross crew is responsible for the remainder of the line into Whitehorse.

The railroad has 18 dump cars that are used in maintenance-of-way service hauling ballast. Five of these are old wooden side-dump cars, and the remaining 13 are former East Broad Top hoppers. In addition to these cars the railroad also has an ex-Colorado & Southern boxcar that is used as a tool car. This is the only boxcar still on the White Pass & Yukon roster.

The railroad's battle against snow is waged with four Caterpillar D-6 tractors. The WP&Y's original snow fighting machines, a pair of Cooke rotaries, were retired in the early 1960s after more than 60 years of service. The tractors, called "snow cats" on the railroad, are kept between Skagway and Bennett where the most severe snow conditions are encountered. The heavy snows usually begin around the end of October and continue until mid-April. During this time a crew consisting of a cook, one or two maintenance people, and one or two cat operators is stationed at White Pass to fight the snow and slides and keep the line over the summit open.

Even with today's modern equipment, the snow sometimes gets the better of the railroad. A slide two years ago lifted a container car right out of the middle of a train and carried it hundreds of feet down the mountainside. Its smashed remains stand as a remainder of mother nature's awesome power in this cold, harsh country.

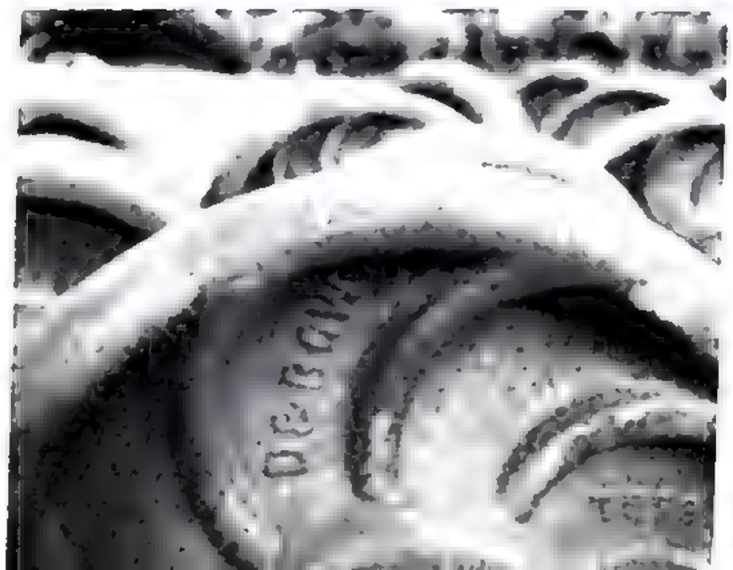
The future

The fact that the WP&Y serves an isolated area, though, is the main reason it has survived long after other narrow gauge lines have been abandoned or standard-gauged. The White Pass has never had the problem of interchanging its cars with standard gauge lines, and its narrow gauge makes very little difference in its current role as the middle link in an integrated transportation system.

To help strengthen that link, the White Pass has applied for a $12 million loan from the U.S. and Canadian governments to help finance new capital expenditures. The railroad would like to use the money to purchase new locomotives and rolling stock.

The average life expectancy of a diesel locomotive is 15 years, and the DL535E's are already ten to twelve years old. The GE boxcabs, considered to be the better of the two engines, are showing their age (27 to 15 years) and are badly underpowered for today's trains. The White Pass would like to replace them with some new 1500-h.p.

THE PAST IS PRESERVED on the WP&Y in both a static and living sense. On display at Skagway is one of the 1943 Army "Iranian"Mikados. You'd never mistake the EBT heritage of that hopper or the D&RGW tank cars. The WP&Y's sole remaining boxcar is a work train car off the Colorado & Southern (**bottom**). The grandeur of the railroad is evident as five Alcos (**right**) ease a freight off White Pass in 1980.



units. Since narrow gauge diesels are not stock items, like SD40-2s, the railroad is currently discussing its needs with the major locomotive builders in an effort to come up with an engine that can handle the steep grades and sharp curves as well as the sub-artic weather. The railroad would also like to buy more passenger cars and additional ore and container cars.

Federal Industries Ltd., owners of the White Pass & Yukon Corporation, have reportedly threatened to close down the line if the aid is not forthcoming, but White Pass railway officials are quick to dispel that notion. Instead, they point to the vast mining potential in the large and still relatively undeveloped Yukon Territory from which the railway stands to benefit.

For a while the Canadian government had wanted the White Pass to extend its line from Whitehorse to Carmacks in exchange for any possible loan. This condition, however, has apparently been dropped, at least for the time being. Such an extension, if it ever comes about, would almost double the length of the railroad and bring it closer to the center of mining activities in the territory. The idea of extending the line is not a new one. It has been under study by the WP&Y for the past 16 years.

Today any narrow gauge line, no matter what its length, is certainly a rarity. It was not so long ago, though, that such lines flourished. Toward the end of the nineteenth century, one of the most exciting and colorful chapters in the history of American railroading was written, and the WP&Y was part of it. The great mining boom of the late 1800s that spawned the likes of the Denver & Rio Grande, Florence & Cripple Creek, Carson & Colorado, Rio Grande Southern, and Denver, South Park & Pacific, also gave birth to the White Pass & Yukon. For a while these narrow gauge lines prospered. They carried miners, bankers, dancehall girls and whiskey salesmen to rough-and-tumble false-front towns with names like Silverton, Telluride, Leadville, Silver Plume and Skagway, and out of these towns they carried gold, silver and tales of the Wild West. But as time wore on, these railroads, slowly faded away.

Today, only the White Pass & Yukon remains with its rails firmly spiked 36 inches apart, carrying passengers and ore concentrate. Skagway, too, remains much as it was some 80 years ago. The false front buildings, dirt streets and the wood plank sidewalks are all still there.

Skagway and the WP&Y may have one foot forever firmly entrenched in the history of the late nineteenth century, but the other is right in step with today. For the railfan it is the best of both worlds: narrow gauge track, mixed trains and six-motor Alcos. Who ways you can't have your cake and eat it too?

Next issue

In the September issue we'll take a ride on the mixed train to Whitehorse and back.

The Detroit & Toledo Shore Line

A chill wind off the lake whips across the flat countryside, and in spite of the fact that the calendar has already logged the first day of spring, it still feels like winter as three Geeps strain to get well over a mile of priority tonnage moving. The familiar chant of EMD 567s pours forth as the black GP7s begin to roll, their rich yellow "scare stripes" creating a timeless image of another Nickel Plate manifest getting under way.

But the year is 1981, and the Nickel Plate has been out of existence since October 16, 1964.

While the style of the units is decidedly Nickel Plate the name on their flanks reads DETROIT & TOLEDO SHORE LINE. Back around 1962 the D&TSL was jointly owned by the Grand Trunk Western and the Nickel Plate, and at that time the standard NKP black 'n stripes colors were applied to the Shore Line units, wiping out the D&TSL's original blue and yellow. In a twist of fate, the NKP was merged into the Norfolk & Western in October 1964 and lost its identity under N&W blue or black, while the D&TSL continued to carry the NKP colors for the next 17 years.

Whether they will continue to do so in the immediate future is very much in question now, however. In March 1981 the Grand Trunk Western announced that it had bought out the N&W's 50% interest in the D&TSL for $1.9 million. Only time will tell how the new ownership will effect the Shore Line, but on the eve of its assimilation by the GTW, the railroad more strongly reflects the flavor of its other owner, the Nickel Plate.

Heritage

The D&TSL operates 46.98 miles of track between Toledo, Ohio, and Detroit, Michigan. It is primarily a bridge route connecting the industry and railroads of the Motor City with the rail gateway of Toledo. Back before the Penn Central and N&W/NKP/Wabash mergers, the link between these two cities was vitally important to the independent roads in the area, particularly the GTW and Nickel Plate.

The D&TSL was originally incorporated as the Toledo & Ottawa Beach Railway in Ohio and the Pleasant Bay Railway in Michigan. In March 1899 the two companies conveyed all their property to a new company incorporated under Michigan law as the Detroit & Toledo Shore Line. The idea at that time was to construct the railroad as a high speed interurban to be the connecting link between the Lake Shore Electric at Toledo and interurban lines in Michigan. Immediately following the purchase of the right-of-way, they began the actual grading of the road and construction of the Ottawa River bridge just north of Toledo.

From April to December 1901, the road was completed from Toledo to Trenton, with the trolley wires in place from Monroe to Trenton. Electric cars were tested a few times as far north as Rockwood. The line was still incomplete when its promoters got into serious financial difficulty. The Shore Line went into receivership, and in the summer of 1902 the receiver became convinced that it would never be viable as an electric road and petitioned the court to allow him to construct a connection from the end of track at Trenton to the nearby Detroit, Toledo & Ironton (Detroit Southern). This was completed in November 1902, and the construction work ceased for a short period.

In December 1902 the Grand Trunk Western and the Toledo, St. Louis & Western (known as the Clover Leaf) entered into an agreement to jointly purchase the Shore Line property by issuing bonds for the payment of outstanding obligations. At the same time they contracted to extend the line northward from Trenton to a connection with the Wabash at River Rouge, on the south side of Detroit. The new owners intended to bring the Shore Line up to the same general standards as the Grand Trunk main line, a task that would require considerable additional track work.

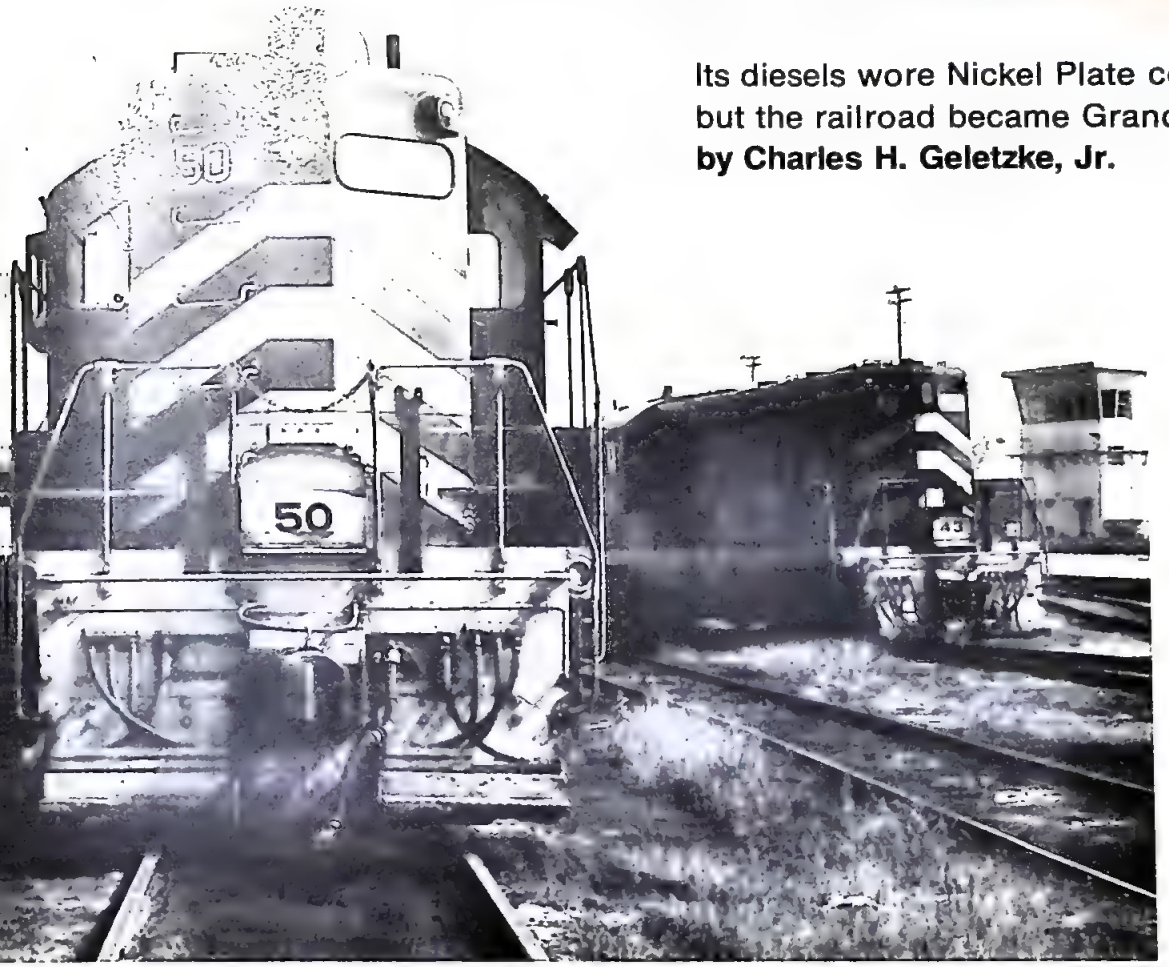
When the line was completed, the D&TSL had no equipment except a small locomotive which had been purchased from the contractor and an old dummy saddle tank engine that had formerly run on the New York City elevated. There was some work equipment consisting of Rogers ballast cars but no cabooses or any freight equipment. Only one station had been constructed—at Monroe—but there were a few telephone shanties scattered along the road.

The overhead wire was removed and sold along with the electric motor cars to the Monroe Traction Company and the Toledo & Monroe Construction Company. The line was opened for freight traffic in September 1903, with each parent company furnishing three locomotives. The D&TSL used the Clover Leaf terminal in Toledo and the GTW facility in Detroit. There were no passing tracks, no classification yards and no locomotive servicing facilities (John Kneiling would have loved it). To reach the Clover Leaf yard in Toledo they used twelve miles of the Toledo Terminal under a trackage rights agreement. In the spring of 1904 they bought six Baldwin compound Moguls along with six cabooses. Work began immediately to upgrade the right-of-way.

In 1906 a classification yard—named Lang Yard after the road's auditor—was started just north of the Toledo city

Its diesels wore Nickel Plate colors,
but the railroad became Grand Trunk Western.

by Charles H. Geletzke, Jr.



JIM BOYD

THE NEWEST locomotive on the D&TSL, GP7 50, was acquired on February 12, 1953. In its Nickel Plate colors of black with yellow stripes, the 50 was at Lang engine terminal in August 1976 in the company of sister Geep 43 and a GTW Geep and SD40 5903.

limits along with a roundhouse, turntable and machine shop. A short time later, work began on another yard at the other end of the railroad: Dearoad Yard was just south of the River Rouge at Detroit.

Over the years additional equipment was purchased and many improvements were made as the Shore Line developed into a vital and prosperous property. Ironically, for a road conceived as an interurban, the D&TSL never handled any passenger traffic, being operated for freight service only. In 1922 the Clover Leaf became part of the Van Sweringen's Nickel Plate, bringing its 50% interest in the D&TSL under the NKP banner.

Through service with the GTW was inaugurated in 1921, and until the early 1940s Shore Line power and crews operated through to Durand and Flint. They also operated through to Tunnel Yard in Port Huron until 1971.

Motive power

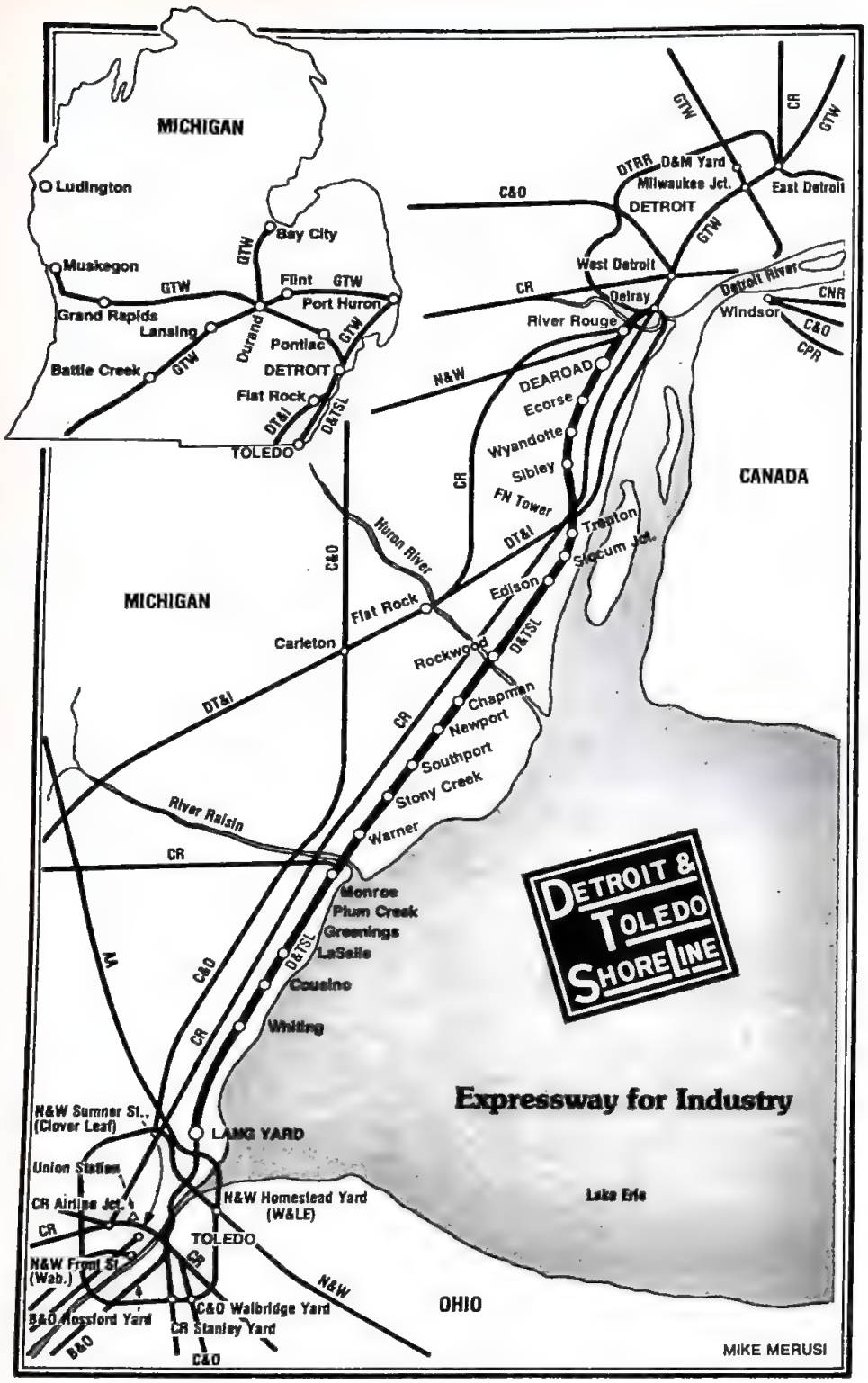
In the later days of steam the Shore Line operated with a modest fleet of Mikados, Consolidations and switchers (see following article). It bought its first diesels, EMD SW7 switchers 116-118, in April 1950 and followed them with two GP7s each in January (41,42) and November (43,44) of 1951. A single SW9 (119) was also added in March 1951. Five more GP7s (45-49) were delivered in April 1952, and the last D&TSL steam locomotive operated in the fall of that year. Two more SW9s (120,121) were added in November 1952, and the Shore Line bought its last new locomotive, GP7 50, on February 12, 1953. Its newest locomotive is thus over 28 years old!

With a total fleet of 16 units made up of only three models of the same vintage from the same builder, the D&TSL shop forces have become quite expert in keeping them running, and the units are extremely well maintained. The three non-m.u.-equipped SW7s are used on locals, transfers and "Bum Jobs" (extra yard assignments) while the SW9s generally stay on the hump. The ten Geeps handle transfer and all road assignments. Since power for the road jobs is pooled with the GTW, colorful Geeps, GP38s and SD40s of that road are common sights on Shore Line road jobs and in the Lang Yard engine facility. For the Bicentennial, Shore Line 46 was renumbered 76 and adroned in a very handsome red, white and blue paint scheme which it retains to this day.

It's interesting to note that the D&TSL power, while m.u. equipped, is not compatible with either GTW or N&W units because of the Shore Line units' 6BL air brakes. This is why the power of the two roads is never mixed on the D&TSL/GTW run-throughs but always shows up in pure sets of one road's power or the other. There is already talk that the GTW acquisition will find the D&TSL power scattered to yard assignments at various points on the GTW, while GTW power—likely the ex-Rock Island GP38-2s—will take over the Shore Line road jobs.

Geography

The west shore of Lake Erie and the Detroit River is made up of some of the flattest farmland in the United States, and the briefest description of the D&TSL would be "straight and flat." Prior to 1964 the entire main line was



double track using automatic block, but today it is dispatched with Centralized Traffic Control using continuously-lit signals. The CTC extends from a point just north of Lang Yard at Toledo to the double track switch at Ecorse, just below Dearoad Yard. In many places the D&TSL still appears to be double tracked, but the west track is the main line with the east track serving as an industrial track or a passing siding (Greenings, South Rockwood and Sibley).

Operations

Although it handles a modest amount of on-line business, the D&TSL derives most of its revenue from hauling automotive traffic south and coal north. Up to the 1960s, the traffic was seasonal, with the heaviest tonnage handled during the winter months—between 60% and 70% of that tonnage was bituminous coal. The Shore Line connects with all Toledo railroads through the Toledo Terminal R.R. and with all roads in the Detroit Terminal Switching District. The majority of its traffic moves between the GTW at Detroit and the C&O, B&O, N&W and Conrail in Toledo.

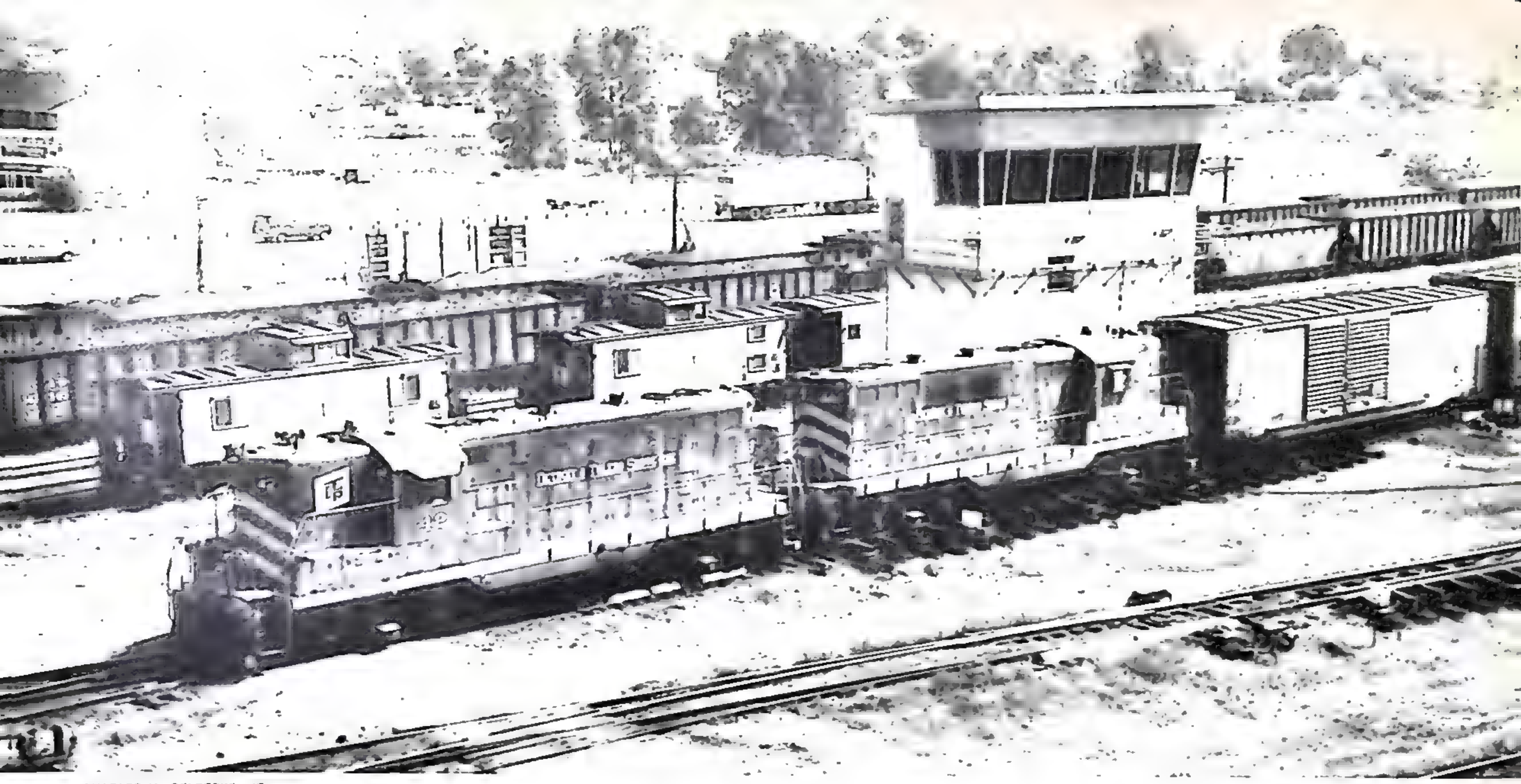
There are three road freights daily in each direction between Toledo's Lang Yard and points on the GTW and two regular main line locals. Motive power is concentrated at Lang Yard, which serves as the terminal for the road jobs and Toledo area transfers. The only D&TSL power not kept at Lang is the SW7 assigned to Edison Yard in Trenton to cover the North Local.

Lang Yard

Headquarters for the Shore Line are located in the GTW's office building in Detroit, but all operations are based out of Lang Yard. Lang is on the north side of Toledo, just north of the I-75/I-280 interchange, and is a 2,526-car capacity computerized hump yard. The modern yard office houses the superintendent, trainmaster, yardmaster, dispatcher and freight agency as well as the mechanical, engineering and auditing departments. The 18-stall roundhouse handles all locomotive repairs and overhauls, while the rip track takes care of everything from light running repairs to program repairs and car modification.

Normal switching operations at Lang consist of one yard crew per trick, seven days a week. The No.1 job goes to work at 7:30 a.m.; it works the southbound traffic and builds the Pullers (transfer jobs) for the Toledo connections. The No.5, 3:30 p.m., assignment switches the northbound cars received from connections and builds road jobs 400 and 421. The No.10, 11:30 p.m., assignment generally humps other miscellaneous traffic, pulls and spots the rip track, does the weighing and builds road job 411 and the Local, No. 707. All yard jobs handle deliveries to the Toledo Terminal on an as-needed basis. Normal yard power is a pair of SW9s m.u.d. nose-to-nose, an arrangement which affords better visibility when backing up. Periodically, Geeps will substitute for the switchers.

Fans desiring to take photos on the premises should sign a release of liability form at the superintendent's office. Operations at Lang are best photographed in the afternoon, as there is a



CHARLES H. GELETZKE, JR.

THE LANG YARD hump is the nerve center of the D&TSL. Geeps 42 and 44 were working a hump job on September 18, 1979. Back in 1972 (**below**) the typical pair of switchers were on the hump, while C&O and D&TSL Geeps were preparing for "Pullers."

road paralleling the west side of the property. There's also an overhead bridge just north of the hump which is excellent for telephoto shots and from which most yard activity can be observed.

JIM BOYD

The road jobs

There are usually three road freights operating over the Shore Line in each direction each day. All of the road jobs run between Lang and one of three destinations on the GTW and use either D&TSL Geeps or GTW road power (generally early Geeps, GP38s or SD40s, although since the GTW-DT&I merger, some DT&I power has been showing up). Trains 410/411 run between Lang and GTW's yard in Durand; 400/401 work in and out of Port Huron, and 421/420 work to and from Torrey Yard in Flint.

The day's first northbound at Lang is 411 for Durand, usually ordered for 1:15 p.m. He is usually pulling by 1:45 and handles traffic for Detroit, Pontiac and Durand. To get to the GTW at the north end of the D&TSL, the 411, like all run-throughs, operates over 4.2 miles of the N&W's old Wabash line from the N&W River Rouge drawbridge, through Delray Interlocker, across Conrail at Dix Avenue and onto the GTW at West Detroit Tower. Train 411—carrying a GTW westbound odd number—generally goes through Dearoad Yard at 3:45 p.m. and meets its eastbound counterpart, 410 out of Durand, somewhere between Dearoad and Pontiac on the GTW. When the two trains meet, they swap crews, with the Shore Line crew returning to Lang with 410 about 8:45 in the evening.

The next freight out of Lang is 400 for Port Huron; it carries a GTW eastbound even number. Called for 11:15 p.m., it handles cars for Detroit and Durand which are set off at East Yard in Detroit and through cars, or "Tunnels," for Port Huron. To expedite the hot Canadian traffic, the Tunnels are pre-blocked as Torontos, Montreals, Sarnias, Port Huron Propers and Ferries. Manifest 400, like clockwork, will be found leaving Lang by 11:45, and it will run until it meets its partner, 401 southbound from Port Huron, somewhere between Dearoad and East Yard in Detroit. After the crew exchange is made in the predawn darkenss, the D&TSL crew returns to Lang on the 401 about 6:00 o'clock in the morning. Occasionally the dispatcher will have this train pick up empties at Whiting or handle Monsanto traffic to Edison from the N&W at Dearoad.

The last train of the night is actually

DETROIT & TOLEDO SHORE LINE

SOUTHBOUND FREIGHT 410 out of Durand has GTW GP38-2s and 104 cars as it meets a D&TSL Whiting Turn with a pair of GP7s and 104 loads of coal at the Consumers Power Lead in Whiting on March 26, 1980. Two D&TSL Geeps have Durand-bound 411 in tow (below) with 43 cars meeting a southbound extra with three Geeps and 127 cars at Mill Street in Ecorse in Feb. 1980. GTW and D&TSL units are pooled but never mixed.

ordered ten minutes into tomorrow: 421 for Torrey Yard in Flint is marked for 12:10 a.m. at Lang. It runs on the GTW's Holly Subdivision to Durand where it turns northeastward on the main line to Flint. It carries a block of cars for Pontiac along with its Flint throughs. The 421 is punctual in departing Lang, as are the other northbounds, and it, too, exchanges crews with its southbound counterpart, 420 out of Flint, somewhere between Dearoad and Pontiac. The D&TSL crew returns with 420 into Lang between 7:30 a.m. and noon.

Although you can almost set your watch by the three northbounds, it is almost impossible to predict the arrival times of the three southbounds due to the many railroads that must be encountered in the Detroit Switching District. It is not uncommon for Shore Line trains to have to wait two hours for the board at West Detroit trying to cross Conrail.

With a railroad about as flat as they get, it's no surprise that the Shore Line's General Manager W.C. Blades and Superintendent C.L. Border are advocates of big trains. The normal manifest is usually about 120 cars, and I've seen trains with as many as 189. This makes for hard pulling by three vintage GP7s, remembering that most trains are made up of long automobile cars!

TWO PHOTOS: CHARLES H. GELETZKE, JR.

The Local

The "day's" operation on the D&TSL begins with the departure from Lang of the Local, No. 707. Called for 7:00 a.m. Monday through Saturday, this turn usually departs about 7:15 and works all the industries between Lang and Edison Yard in Trenton. Power for the Local is always a single D&TSL GP7—the Bicenntennial 76 was the regular unit on this job along with Bicentennial caboose 76, until the Geep was recently pulled out of service with a broken crankshaft.

The first stop for the Local is Monroe, where the crew usually sets off cars for North Star Steel, Magnimet and Detroit Edison on the East Siding just south of Third Street. The cars will be spotted on the Local's southward trip. After making their setout they double back to their train and proceed north across the River Raisin to River Raisin Yard, where they spend thirty minutes to an hour switching the Union Camp Paper complex. With their work completed, the Local will enter the main line at Warner, crossing over the Conrail diamond; the Conrail spur line serves the Ford plant at the Port of Monroe.

The Local's next stop is usually Rockwood, where they will spend one to two hours switching the Ottawa Silica Sand Company's Michigan Silica Sand Division. This is where all of those "little red" D&TSL covered hoppers are assigned. The majority of this sand is shipped to glass manufacturers. At Rockwood there is a four-track storage yard and three loading tracks within the plant.

With their train lined up again, the Local leaves Rockwood and proceeds north to Edison Yard in Trenton. Upon arriving, the crew yards their train and

turns the Geep on the wye at the north end of the four-track yard. Following a twenty-minute coffee break at Slocum, the crew returns to the yard to switch out their southbound cars.

There are several industries adjacent to Edison Yard that are major customers for the D&TSL. The previously-mentioned wye also leads to the Detroit Edison Trenton Channel coal-fired power plant. Detroit Edison has its own SW1 within the plant and an SW1500 that switches the Conrail coal dumper. East of the yard are the Monsanto Chemical Corp. Safelex and resin plants. Immediately south of the Monsanto complex is Chrysler's Cycleweld chemical plant.

Southbound traffic for the Local comes into Edison from several sources. The Shore Line's North Local brings all of its traffic into Edison to be taken south on the Local, and Monsanto generates a great deal of traffic. Every other year—beginning October 1—the Shore Line and Conrail alternate switching Monsanto. When the Shore Line has the job, they put on Monsanto Local 807/808, which goes to work with an SW7 at 7:30 a.m. on weekdays only. When Conrail has the job, they deliver the Shore Line's cars to Track 4 in Edison Yard. Conversely, the D&TSL delivers to Conrail on the Conrail Transfer Track just west of the main line.

When the Local has completed its Edison work, their train number 707 becomes 708 for the return trip to Lang. They generally depart Edison about 3:00 p.m., and the only southbound work they usually perform is at Monroe. After crossing River Raisin and the Conrail diamond north of Monroe depot, the Local will usually pull right down to the CTC crossovers at Plum Creek. They'll then do any switching required at Magnimet, following which they shove any North Star Steel and Detroit Edison cars back the "Primary" to their respective firms.

The Primary is a joint track also used by Conrail. It's quite common to see Detroit Edison unit coal trains crossing over from the adjacent Conrail main line to the D&TSL at Plum Creek and moving over the Primary into the DE plant. All of that attractive blue and silver DE unit train power is serviced at the Monroe plant complex. When the coal trains are empty they return to Conrail, crossing the D&TSL at Third Street and entering the Conrail northbound main. Detroit Edison isn't the only different power around Monroe, North Star Steel also has their own Alco S6 switcher.

Occasionally the Local will pull or place a car at the Detroit Edison Enrico Fermi atomic power plant via a five-mile spur that leaves the main line just north of Stony Creek. With its Monroe work completed, the Local continues south to Lang, arriving there in late afternoon.

MIKE GROUT

THE NORTHBOUND LOCAL crosses the Huron River at Rockwood in 1975 with hoppers for the Ottawa Silica sand pit. See MARKERS for more about the Local this day.

The North Local

The crew of trains 805/806, the North Local, goes to work at Edison Yard at 3:45, Monday through Friday. It is a turnaround job that goes up to Dearoad and returns to Edison in the evening. Power is an SW7. The normal day for this job is to begin by switching around Edison Yard and Monsanto and sorting out any northbound cars brought up on the Local. When their train is built, the North Local crew begins their northward trip, switching all industries between Edison and the end of Shore Line track at the N&W Drawbridge in River Rouge. Besides handling the industrial switching, the North Local also delivers cars to the DT&I at FN Tower in Trenton, the N&W at Oakwood Yard in Melvindale and Conrail at Dearoad.

At FN Tower, at the west end of Dwight Street in Trenton, the North Local picks up train orders and crosses the DT&I and Conrail main lines. It is a very busy junction with many train movements in a day. The North Local works its way to Dearoad, the 16-track classification yard in River Rouge. Until 1966, the D&TSL dispatcher was located in the depot which formerly stood at the north end of the yard. There was also a four-stall roundhouse north of Visger Road at the south end of the yard where the Darco Corporation now stands.

Cars to and from Conrail are delivered on the East Siding between the Shore Line and Conrail main lines. Cars going to the N&W are delivered to Oakwood Yard in Melvindale, and cars received from the N&W are placed in Track 4 at Dearoad; thus, it is quite possible to see an N&W yard crew operating on Shore Line trackage at Dearoad. The N&W usually delivers on second trick. Adjacent to Dearoad Yard is the Whitehead & Kales steel fabricating plant, which is served directly by Conrail and has a pair of units of its own.

When the North Local turns at Dearoad to head back for Edison, its number changes from 805 to 806. Upon arrival back at Edison in the evening, the crew yards their train and then digs out their cars for McClouth Steel, which is just south of Edison and is served jointly by Conrail and the D&TSL. Conrail crosses the Shore Line and goes into the plant at Denby, an extremely wooded area. The Shore Line enters the plant from the south, and they place cars for coil steel loading, hoppers for loading flue dust and tank cars of acid. With their McClouth work completed, the North Local returns to Edison to tie up, usually late in the evening.

That basically covers the regular Shore Line local business. Occasional extra locals such as a Monroe Turn or Whiting Turn are operated out of Lang on an as-needed basis. A Whiting Turn with two D&TSL Geeps is usually operated every other morning, called at Lang for about 2:00 a.m. Its job is to take anywhere from 50 to 135 loads of coal north to the Consumers Power Whiting plant and return with the empties. Con-

sumers perform all unloading using their own GE 65-tonner. When their unit is down for repair, they will usually lease an SW7 from the Shore Line. This steam turbine electric generating station burns about 40 cars of coal per day.

South of Lang

Operation south of Lang Yard is almost a story in itself. Transfer runs—known as "Pullers"—are manned by road crews and operate over the Toledo Terminal R.R. to the various Toledo connections. Most of the Pullers are built at Lang in the morning from cars brought in overnight on the road jobs, and they are ready to move out in early afternoon.

The first Puller to be built—and the hottest train on the railroad—is the *"B&O Dixie;"* normally ordered between 11:30 a.m. and 2:00 p.m., it must be delivered to the B&O at Rossford Yard by 5:00 p.m. Handling predominantly automobile traffic for southern destinations, the Dixie Block on this train must make B&O's *Dixie 99* out of Rossford at 6:00 p.m. with Southern Ry. power and scheduled to make second morning delivery in Atlanta. Normal power for the "Dixie Man" Puller is two D&TSL Geeps, which are returned on the B&O's Shore Line Pulller late in the evening (the Shore Line crew is returned from Rossford to Lang by taxi). Other B&O Pullers are run on an as-needed basis.

Within an hour of the Dixie Man's departure is generally a C&O Puller using Chessie units bound for the C&O Walbridge Yard south of Toledo. Here again, the D&TSL crew returns by taxi. An hour behind the C&O Puller is a Conrail Puller. This may use one or two D&TSL Geeps and delivers to Conrail's old NYC Stanley Yard. This crew normally returns light to Lang with only their engine and caboose; occasionally Conrail power is borrowed. At times, unit trains will be delivered to Conrail at Airline Junction.

Deliveries to the N&W are made using Shore Line Geeps and are the only Pullers that do not use Toledo Terminal trackage. Normally, the crew that took the *Dixie* to the B&O will take the N&W Puller south on home trackage to the N&W at New York Avenue. It then proceeds past Manhattan Tower, over the N&W drawbridge, through Front Street Yard and finally into the former-W&LE Homestead Yard. This crew, too, caboose hops back to Lang.

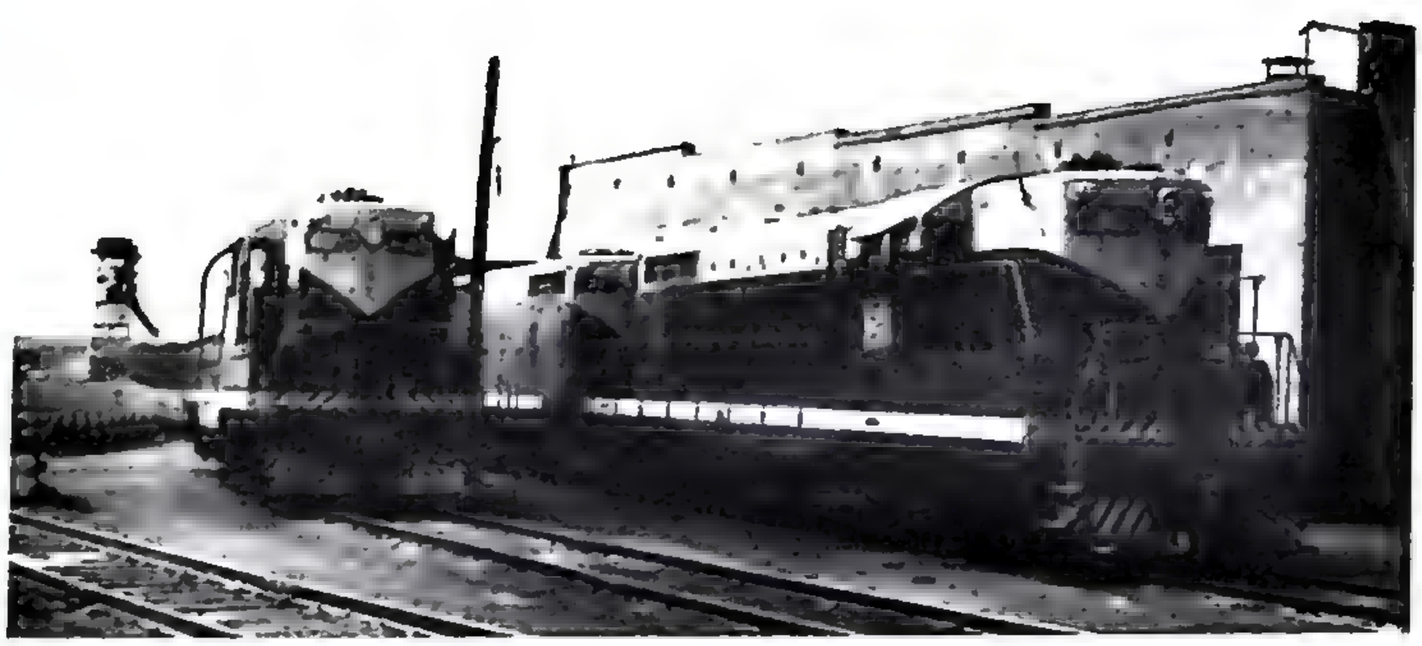
You can never be too sure whose train you are watching on the Toledo Terminal, as all roads swap and pool power. The Shore Line's Puller power may vary from day to day, with foreign or GTW power used as available. Additional Pullers may be run whenever traffic dictates, or if traffic is light, a delivery may not be made until the following day. Deliveries are normally made in the afternoon or evening, but this is subject to change. And, since the route is a big circle, Pullers on the Toledo Terminal can operate in either direction at the dispatcher's discretion. The Toledo Terminal offers a traffic density ranked with some of the heaviest lines in the country, and there's almost always something on the move.

Railfanning the D&TSL

I would advocate the use of a scanner in any attempt to railfan the D&TSL; the railroad conducts all operations on frequency 160.53. The main line is paralleled by Interstate 75, and road trains run at a maximum of 40 m.p.h., so they are relatively easy to chase using the exits off I-75.

There are several good photo locations along the line, beginning with the "Big Curve" at Suder Avenue (M.P. 6.24); by no means another Horse Shoe, this is still the longest curve on the railroad. It is from here that the Conrail former-NYC main line parallels the D&TSL all the way to East Yard or Forest Lawn Tower in Detroit. In steam days, I'm told, it was not uncommon for Shore Line freights to race Michigan Central passenger trains—and you'd be surprised to hear who usually won! In those years the normal running time from terminal to terminal was 55 minutes. Even today you may be lucky enough to get a shot with trains of both roads.

At the little town of LaSalle the line crosses Otter Creek at M.P. 12.73, making an excellent morning shot with a small concrete bridge spanning the winding stream. Monroe is also a good location with the tracks making a gentle curve into town, passing the depot and crossing the River Raisin on a large double-track steel girder bridge. River Raisin Yard provides an interesting



TWO PHOTOS: D&TSL

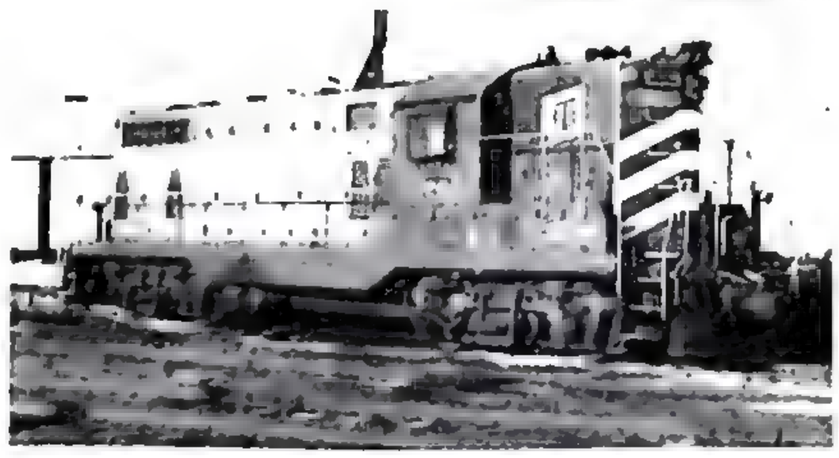
D&TSL All-Time Roster

Numbers	Type	H.P.	Date	M.U.
41,42	GP7	1500	1/18/51	Yes
43,44	GP7	1500	11/13/51	Yes
45,46	GP7	1500	4/18/52	Yes
47-49	GP7	1500	4/22/52	Yes
50	GP7	1500	2/12/53	Yes
116,117	SW7	1200	4/28/50	No
118	SW7	1200	4/29/50	No
119	SW9	1200	3/20/51	Yes
120,121	SW9	1200	11/11/52	Yes

Note: GP7 46 was painted Bicentennial colors and renumbered 76 in January 1976. Compiled by Charles Geletzke, Jr., from D&TSL records.

CHARLES H. GELETZKE, JR.

THE ORIGINAL paint scheme on D&TSL diesels was dark blue and yellow (see page 2). Three GP7s and SW9 119 were at Lang in the mid-1950s. Bicentennial 76 was there in 1980.



CHARLES H. GELETZKE, JR.

D&TSL'S B&O PULLER *"The Dixie"* makes a pretty scene on the Toledo Terminal's Upper (Maumee) River Bridge on its way to the B&O at Rossford Yard with 55 loads and 14 empties on September 19, 1979. This bridge is just north of the Ohio Turnpike.

location using the Union Camp complex as a background; it's frequently possible to photograph 411 driving up the main line in early afternoon while the Local performs its bread-and-butter duties at the paper mill.

The line crosses the Huron River on a concrete span at M.P. 30.07, South Rockwood, providing good shots in both morning and afternoon. South Rockwood was a water stop in steam days, and the foundations for the tank can still be seen south of the bridge. Edison Yard is another good location, especially in late afternoon light.

FN Tower at Trenton is probably the hottest spot on the railroad; this Conrail facility handles a lot of traffic and rarely provides a dull moment. Here you will see trains of the Shore Line, Conrail, DT&I and GTW as well as an occasional McClouth Steel unit. From FN north, both Conrail and the DT&I parallel the Shore Line through an area known as the Down River Industrial District of Detroit. Other carriers in this vicinity are the Wyandotte Southern and Wyandotte Terminal.

The next location of note is the Ecorse Creek bridge at M.P. 43.25, just north of Emmons Boulevard and west of South Jefferson Avenue in Ecorse. There's an excellent morning shot from Jefferson Avenue looking west up the river toward the wooden trestles where the Shore Line, Conrail and DT&I all cross the creek.

North of Dearoad and the Shore Line proper is the N&W Drawbridge with an interlocking for the N&W main, the end of the Shore Line and Conrail's River Rouge branch. Less than a half mile north is Delray Tower, next to the I-75 River Rouge bridge. This busy junction handles Conrail, C&O, DT&I, GTW and CP traffic along with the Shore Line run-throughs.

West Detroit is where the interchange between the D&TSL and GTW officially takes place, and this Conrail tower is without a doubt the busiest rail location in Michigan. Here again are trains of Conrail, C&O, GTW, D&TSL, DT&I, CP and Amtrak.

The GTW merger

When the GTW acquired control of the Detroit, Toledo & Ironton in June 1980, the ICC ordered that it either purchase all of the D&TSL or divest itself of its half interest in the company. In an apparent arrangement whereby the N&W would drop its objection to the GTW-DT&I merger in return for the GTW dropping its objection to the pending N&W-Southern merger, the Shore Line was made available to the GTW.

How this will effect the Shore Line in the immediate future is a good question. The DT&I has kept its identity under GTW control, with only a few locomotive swaps as visible evidence of change. This may become the case with the Shore Line, or, since the D&TSL is already closely integrated into GTW operations, it may be absorbed immediately into the GTW. As we already mentioned, the problem with the air brakes makes a change of motive power a likely possibility.

One operational change is already in the planning stage, though. The GTW presently uses Conrail track to gain access to the DT&I at its big yard in Flat Rock. It is expected that the GTW will now run down the Shore Line to FN Tower to get directly onto the DT&I, saving a couple hours of running time.

Whatever its future, the "Expressway for Industry" will continue to be a busy railroad, and the railfan community will long remember it for giving us a visible reminder of the Nickel Plate for many more years than we'd have had otherwise.

50 years of Lackawanna electrics

With only a couple more to go.

by Wes Coates

On a wintry January day in 1931, the Delaware, Lackawanna & Western Railroad completed the inauguration of electrified service on their main line from Hoboken to Dover, N.J., along with the branches to Montclair and Gladstone. January 25, 1931, was the date when the final changeover from steam-hauled trains to electric multiple unit cars was made, culminating three years of construction and many years of planning by the Lackawanna. The DL&W had considered electrification for many years, first as a way of conquering the steep grades in the Poconos and on the lines out of Scranton, Pennsylvania, and later as a way of eliminating some of the smoke and steam pollution in the Hoboken Terminal area while improving the suburban passenger service on some of the more heavily traveled lines in New Jersey.

In 1928 the president of the railroad appointed an Electrification Committee to study, recommend and plan the electrification project. After studying many electrified systems then in use, 3,000 volts direct current was chosen. It was found that the catenary delivery system for power was safer than third rail in the area served by the Lackawanna, and direct current could be more economically produced and required a smaller physical plant than an alternating current system. The electric traction system would use 3,000 volts direct current produced by mercury arc rectifiers in railroad-owned and operated substations.

The rolling stock would be multiple unit passenger cars. The electrification committee examined electric locomotive-hauled trains and found there would be little reduction in interlocking movements in Hoboken Terminal, plus there would be little savings in labor costs. In 1928 they received permission to remove two steam coaches from regular service and conduct tests on the feasibility of converting the steam coaches

WES COATES COLLECTION

THOMAS A. EDISON was at the controls when the first passenger-carrying DL&W electric departed Hoboken on September 3, 1930. At Montclair he posed in the center with DL&W President J.M. Davis (left) and Chairman William H. Truesdale (right) before a crowd of onlookers. Mr. Davis inscribed on the photo: "Dear Mr. Edison: This is the first electric train on the Lackawanna (September 3rd, 1930), which you started and ran for half a mile through the tracks and switches of our terminal, observing all signals like the men whose duty it is to do this work daily. J.M. Davis, President."

into multiple unit cars. The test units were run through operating trials and checked for endurance during winter operation. After the tests were completed it was decided that 140 trailer cars would be converted by American Car & Foundry at Berwick, Pennsylvania, from steam coaches then being used in regular passenger service. The final roster of trailer cars included 118 coaches, 15 passenger-baggage combination cars, two mail-passenger combination cars and six club cars. The cars were semi-permanently coupled together in motor-trailer sets, so they could operate in two, four, six and up to twelve-car trains.

The man who presided over the DL&W electrification project was Engineer for Electric Traction James S. Thorp, who arrived in New Jersey fresh from his management of the Illinois Central electrification, which was completed in 1926. Prior to this IC service he had been on the Virginian Railway and the New South Wales Railway in Australia. It is no accident, therefore, that the Lackawanna electrics strongly resemble the IC suburban equipment in both color and details, right down to the rattan seats and some not-so-obvious elements like the numbering of the catenary circuits and the operation of the power distribution system.

Construction began in July 1929 with the setting of catenary foundations along the line. It was found that the easiest method to pour the concrete was from a work train, so a cement mixer was affixed to a flat car. A total of 10,000 cubic yards of concrete was used. Once a sufficient number of foundations were in place, the erection of the steel structures followed; over 8,000,000 pounds of steel was used to support the catenary system.

For installing the catenary system, signal and railroad power lines, wire trains and small gasoline-powered motor cars were used. Since the electrification was being built while trains

PHOTOGRAPHY: JIM BOYD, EXCEPT AS NOTED

THE TWILIGHT SUN illuminates the face of an m.u. car in the yard at Hoboken Terminal in April 1980 with the Empire State Building across the Hudson River in the background. This scene has changed little since the 1930s.

GEORGE N. BISENIUS

ROBERT A. LeMASSENA

THE LACKAWANNA MAIN LINE which was electrified was also the main passenger route to Scranton and Buffalo. A 4-8-4 was lifting the *Chicago Limited* through Orange in July 1940. The *Twilight* (above) ran behind E8s at South Orange on August 27, 1951.

Lackawanna Railroad

Railfanning the electrics

The term "timeless" is often overused in railfan journalism, but it truly applies to the Lackawanna electrics. So "plain" as to be almost overlooked by even the most zealous railfans, the big green interurban-like multiple unit cars have been grinding out the miles between Hoboken on the Hudson River overlooking the Manhattan skyline and the suburban—even rural—communities of northern New Jersey in an essentially changed fashion for over 50 years. While recent repaintings of some cars into traction orange and a couple of shades of red has added a touch of variety and color to the fleet, the vast majority of the cars are still in their traditional 1930s green with gold lettering—and most cars have their LACKAWANNA name still centered on the letterboard with the 1960 merger ERIE name simply added to the left of it.

The cars themselves are gems of steam-era architecture and are comprised of four distinct types. The multiple unit trains are made up of motor/trailer pairs, with the motor cars always being on the east end of the pair. All the motor cars are of the original 1929 design built by Pullman, while the trailers presently in service are of three different styles of even older steam-hauled coaches that were converted by ACF in the late 1920s to be mated to the new motor cars. The trailer coaches are 1920s-vintage "low roof" cars and older "high roof" cars, some of which date back to the turn of the century. The most unique cars still in service are the three "subscription" parlor cars built in 1912 which even retain their wicker chairs; they are recognizable from the outside by their diamond-shaped washroom windows at the ends. The subscription cars are assigned to Gladstone trains 412/419, Morristown trains 508/507 and Dover trains 614/633; they are used by businessmen who commute regularly and pay a premium fare—or "subscription"—for a reserved seat.

The DL&W had three lines of electrified service, all of which are now operated by Conrail under contract for N.J. Transit. The main line runs from Hoboken Terminal to Dover, and branches split off to Montclair and Gladstone. The 40.78-mile Dover main line is the old DL&W Morris & Essex Division (named for Morris and Essex Counties), the former passenger main line to the Delaware Water Gap, Scranton and Buffalo (DL&W freights used the non-electrified Boonton Line from eastern New Jersey to Denville, just east of Dover, and diesel-powered push-pull trains with U34CHs still provide commuter service there). The Dover line sees heavy daily and weekend service.

The Montclair branch, known officially as the Newark & Bloomfield Branch, splits off the main line 9.15 miles west of Hoboken at Roseville Avenue station in Newark. The branch has been recently shortened from its original 4.05-mile length when the grand old terminal at Montclair was closed in favor of a more compact new facility a few hundred yards to the east. This line sees only weekday service and is probably the most elusive to railfan and photograph.

The real prize of the Lackawanna electric lines is the Passaic & Delaware Branch, the Gladstone line. Splitting off the main line at Summit, 21.35 miles west of Hoboken, the single-track branch takes on a rural interurban flavor as it meanders for 20.95 miles through the hilly suburban countryside before stubending at the Gladstone terminal with its quaint red wooden depot and small freight house. This line features wooden catenary poles, picturesque depots, numerous grade crossings and one tall trestle over the headwaters of the Passaic River just west of Millington. Meets between opposing trains are made using hand-thrown switches with the inferior train backing into or out of the siding. Unlike the Montclair branch, the Gladstone line does have fairly extensive off-peak and weekend service.

The M&E main line, by contrast, is a multiple-track masterpiece of turn-of-the-century grandeur when passenger stations were concrete and brick monuments to service and dependability. Completely rebuilt during the pre-electrification administration of DL&W President William Haynes Truesdale, its grand and yet individualistic passenger stations and massive grade separation projects rank right along with the Lackawanna's other engineering feats of that era such as the New Jersey Cut-Off and Tunkannock Viaduct. The physical plant has changed little from the days of camelback 4-4-0s, 4-8-4s on the *Lackawanna Limited* or E8s on the *Phoebe Snow*. The green m.u. cars are the very image of the 1930s.

Service on the main line is roughly hourly to and from Dover throughout the day, with heavy rush hour service in the mornings and evenings. Many additional trains turn or terminate at Morristown and Summit, and a current timetable is your best railfanning guide (there are also a couple of short turn-arounds at Far Hills and Bernardsville on the Gladstone branch, so check the timetable carefully). The lines are almost all easily accessible by automobile, and the official New Jersey state map shows the rail lines in good detail.

The eastern terminus of the Lackawanna electrification is the huge Hoboken Terminal, a classic of 1907 architecture with its iron gates and Bush trainsheds intact—only the lack of its long-departed clock tower and the new shapes on the Manhattan skyline give away the years. For decades New Jersey commuters filed off Lackawanna trains and boarded ferry boats through the station or went "downstairs" to the Hudson & Manhattan Tubes for 33rd Street. Although the slips in Hoboken Terminal remain, the ferries have been gone since the early 1960s, and the DL&W line commuters now use the subway trains of the H&M Tubes—now the PATH System, Port Authority Trans-Hudson—to reach Manhattan.

The future for the big green Lackawanna cars is firmly outlined, and their "Jersey Arrow" replacements are already on hand, marking time in storage at Harrison or running under former-Pennsy wires. The "re-electrification" of the Lackawanna lines to 25,000-volt a.c. commercial frequency overhead is well under way and is expected to be completed by late 1982. Since the old cars can't work under the new power and the new cars can't use the old power, the change will be total and "overnight" when it happens.

Over the next year new caternary and insulators will be installed, along with new signal and power distribution systems. This work may make railfanning the Lackawanna electrics in their last months particularly difficult, as reports indicate that beginning in the summer of 1981 the overhead power will be shut down at all times except for weekday rush hours to facilitate the caternary work. Busses, not diesel trains, will provide the substitute service. The message is clear: Capture these classics while you can, even if that's only Monday through Friday rush hours—JIM BOYD.

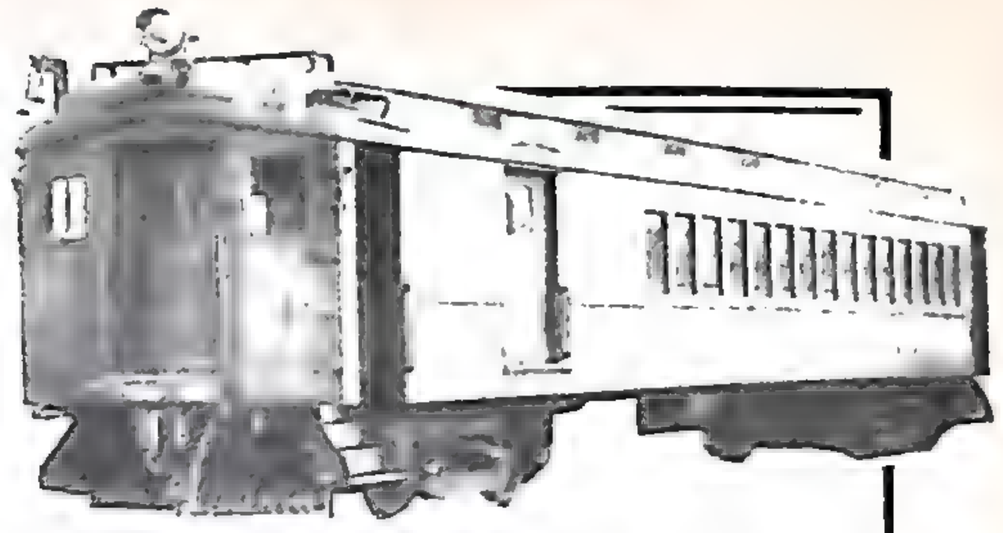
we being operated, the bulk of the construction was performed between the morning and the evening rush hours, weekends and during the summer while Daylight Saving Time permitted construction after the evening rush hour. The Lackawanna contracted the construction of the substations and tie stations to Hatzel & Buehler of New York. Machinery and other electrical equipment was purchased by the railroad and delivered to the contractor who installed and wired it in place. To adapt the railroad for the electrification, most of the existing fencing needed to be replaced, and in many places additional protection was added.

As construction neared completion, preparations were made to start electrical service. A section of catenary was energized on the Boonton Line between West End and East Secaucus, and after the rolling stock received the last finishing touches at the Kingsland Car Shops, they were broken in on this section. Classes were held for the train and engine crews. Many of the employees from the Hoboken roundhouse were retained to handle jobs as electricians and mechanics on the new multiple unit equipment. The power dispatchers and substation operators were chosen from inspectors the Lackawanna had employed to check that the construction specifications were met. On August 21, and 22, 1930, the first electrified train was displayed in the Hoboken Terminal and was visited by 21,441 people. Thomas Alva Edison was at the operating controls when the first electric train was operated to Montclair on September 3, 1930. Electric Service then went to South Orange on September 22, 1930; to Morristown, on December 18, 1930; and to Gladstone on January 6, 1931. Dover was finally reached on January 25, 1931, and the electrified service was complete.

The Lackawanna's electrification contained many new innovations and firsts in its construction and the types of equipment used. The mercury arc rectifiers used for supplying the 3,000 volts direct current were the largest of their type in the world when installed, and the Lackawanna was the first electric railroad in the United States to be totally powered by them. Another first was the use of 3,000 volts d.c. for suburban passenger service—while it had been used in trunk line electrification,

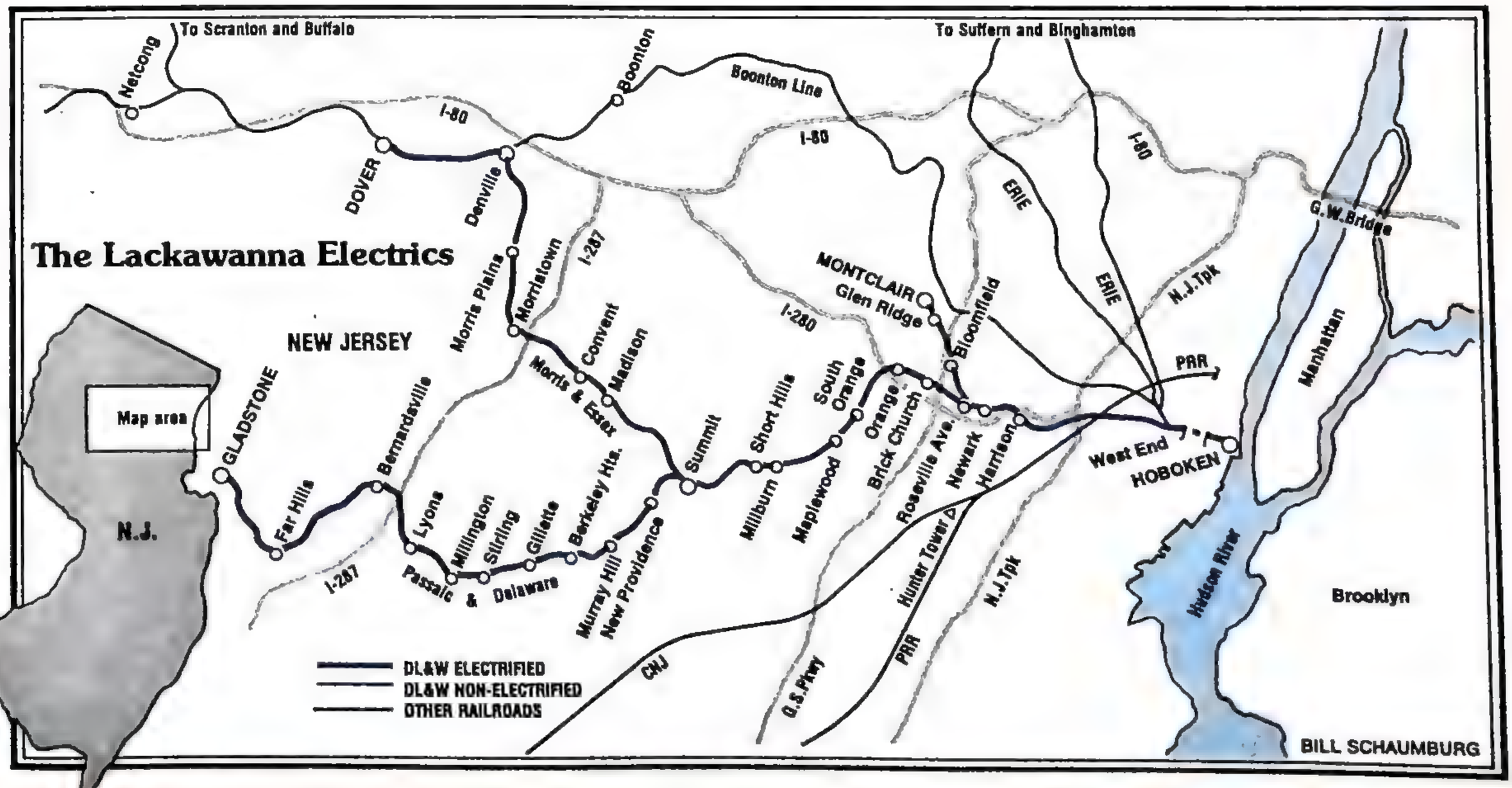
DL&W Electrics:

All-Time Roster



ORIGINAL NO.	E-L NO.	TYPE	BUILT	BUILDER
2500-2640	3500-3599, 4600-4640	Motorized coach	1930	Pullman
2200-2249	3200-3249	Low roof coach	1925	Pullman
2300-2367	4300-4367	High roof coach	1917-20	Pullman
2400-2404	3400-3404	High roof combine	1921	Pullman
2405-2414	3405-3414	Low roof combine	1925	Bethlehem Shipbuilding
2450-2454	3450-3454	Club trailer	1912	Barney & Smith
2455	3455	Club trailer	1917	Pullman
2440, 2441	None	RPO combine	?	?

NOTE:
All cars are unpowered trailers except for the original 141 motorized coaches 2500-2640. All trailers were converted from steam-hauled equipment in 1930 by American Car & Foundry, Berwick, Pa. There are approximately 200 cars in service in 1981 including motor coaches, high and low roof coach trailers and three club trailers. Combine 3405 has been converted to a wire inspection car.



TWO PHOTOS: HOMER R. HILL

WES COATES COLLECTION

TWO TROLLEY/OIL/BATTERY ELECTRIC locomotives worked freight transfer service out of the Jersey City Yard until replaced by diesels in 1946. Freight on the Gladstone Branch was handled by a 2-8-0 in the early 1950s (**above left**). On August 25, 1980, two GP15-1s and a GP38 had a stone train near Millington; this extra runs frequently in the summer to quarries at Millington or Bernardsville.

it had never been applied to commuter service. It should be noted that the Lackawanna hoped to eventually electrify the Boonton line and the main line to Scranton, where the 3,000 volts d.c. would be able to supply the current necessary to move the heavy freight and passenger trains. Proof of these expansion plans can still be seen today in the substations at Denville and West End, where provisions were made for the future installation of additional equipment.

As part of the smoke abatement project in the Hoboken area, two tri-powered diesel/battery/electric locomotives were purchased. These engines, 3501 and 3502, were used to shuttle freight cars from the freight yards at Harrison and Secaucus to the float bridges in Hoboken. By using a diesel engine driven generator to charge a battery which would supply current for short periods away from contact with the catenary, the tri-powered engine could make the transfer runs through the Bergen Tunnel, reducing some of the smoke and steam pollution.

The electric traction system the Lackawanna installed was a very comprehensive system that was rarely recognized by the public. Using traction substations, power at 3,000 volts a.c. was fed for supplying all the signals and interlockings in the Electric Traction Zone. Also on the lines east of South Orange interlocking on the Morristown Line and Paterson on the Boonton Line, power was distributed at 6,600 volts a.c. for the railroad stations, baggage elevators, lighting and drawbridges. Also a 6,600 volt a.c. line extended from Denville to Dover to feed the station, roundhouse and switch and frog shop. This system gave the railroad a dependable power supply and saved the railroad money by buying the power at a higher voltage and using their own lines for distribution. The Hoboken Terminal complex was fed by two 13,200-volt a.c. feeders from West End

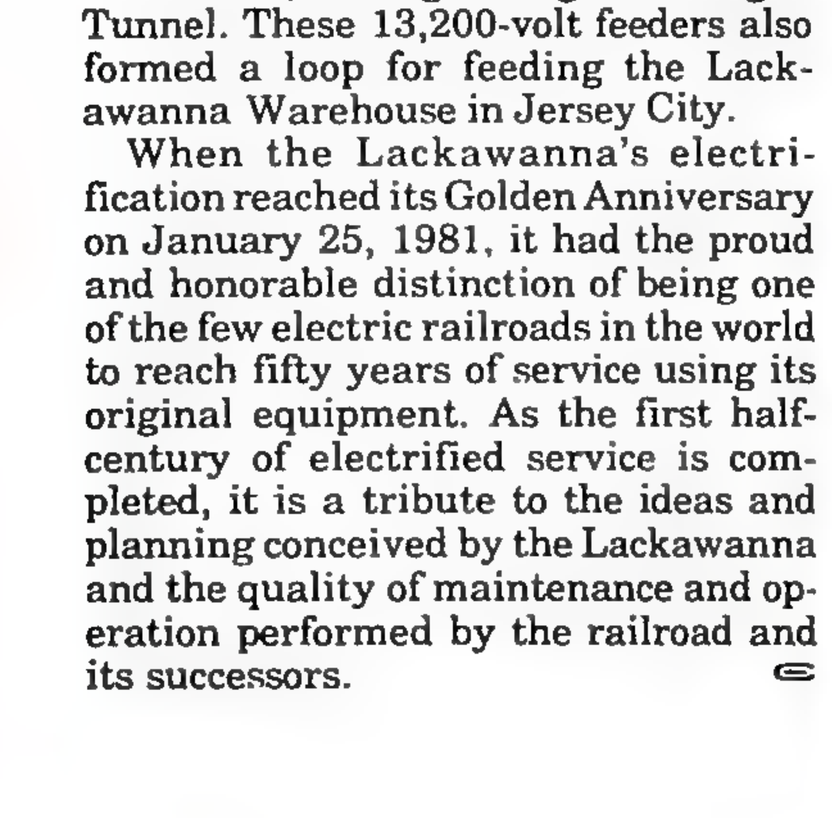
RICHARD W. BOOKER, JR.

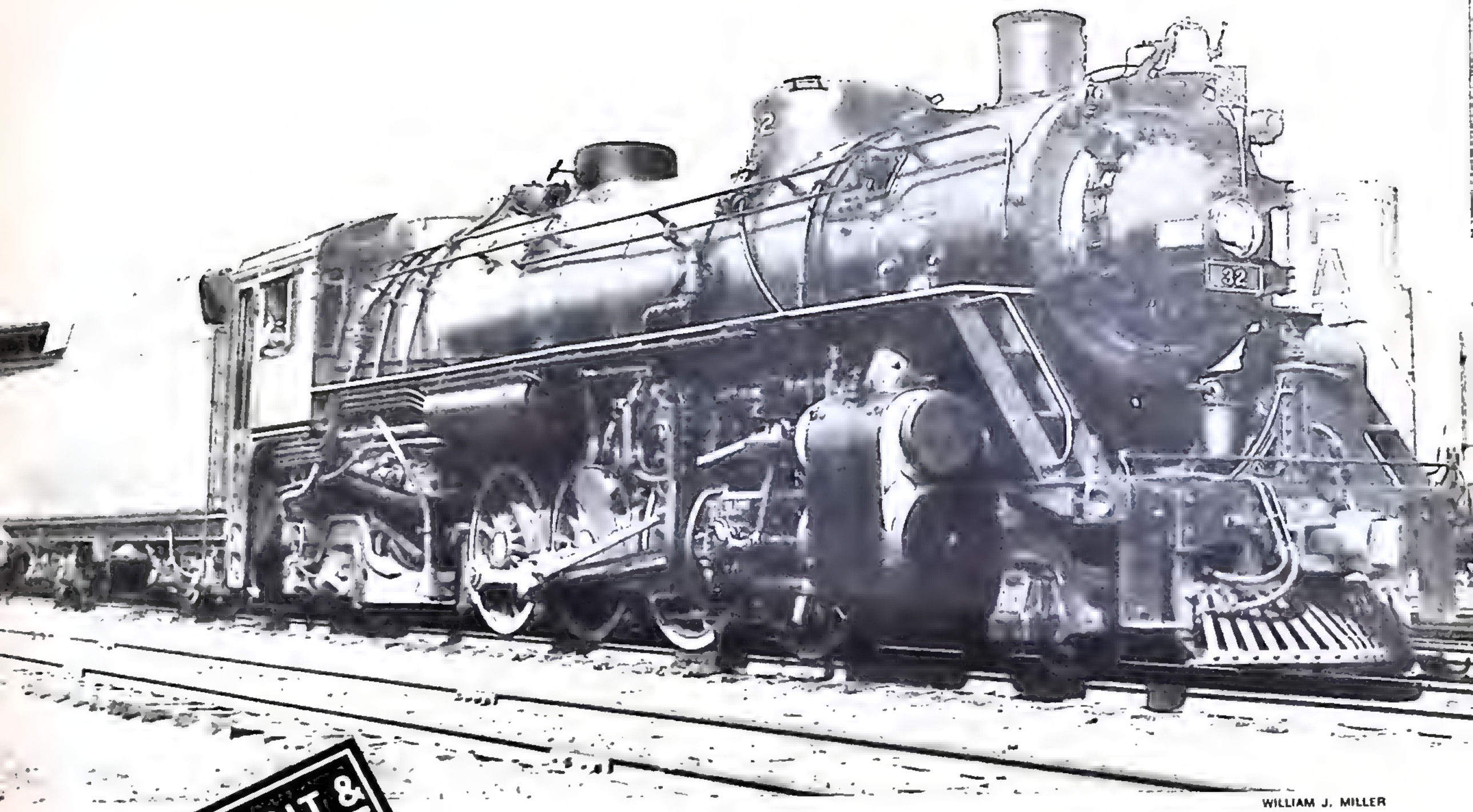
THE SCENERY on the electric lines varies from the intense bridge/tunnel complex (**below right**) just west of Hoboken to single track and wooden poles on the Gladstone Branch near the "high bridge" at Millington (**right** and **left**). The interurban-like two-car trains (**below left**) is on the Montclair Branch.

THE GRADE SEPARATION at Summit (**above** and **top right**) pre-dated the electrification. An unremarked crossing of electric lines is directly beneath I-280 in Newark (**right**) where the Newark Subway's PCCs cross the old DL&W. The tower at Dover (**below**) has a street between it and the tracks. The depot at Gladstone (**bottom**) is a rural treasure.

Substation, coming through the Bergen Tunnel. These 13,200-volt feeders also formed a loop for feeding the Lackawanna Warehouse in Jersey City.

When the Lackawanna's electrification reached its Golden Anniversary on January 25, 1981, it had the proud and honorable distinction of being one of the few electric railroads in the world to reach fifty years of service using its original equipment. As the first half-century of electrified service is completed, it is a tribute to the ideas and planning conceived by the Lackawanna and the quality of maintenance and operation performed by the railroad and its successors.





WILLIAM J. MILLER

Modest but distinctive. **by Charles H. Geletzke, Jr.**

Steam on the Shore Line

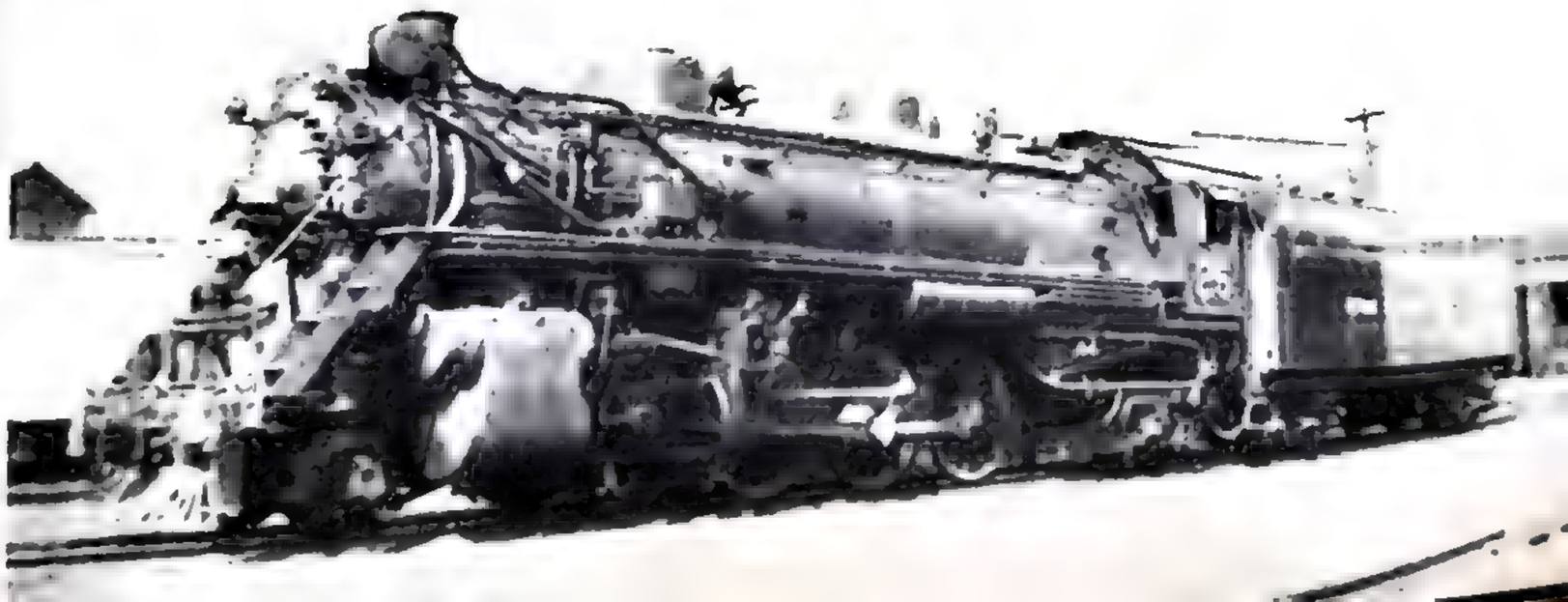
Being an essentially flat railroad, the Detroit & Toledo Shore Line has always had relatively modest motive power. Its very first power was too modest: a couple of switchers picked up from the contractor that built the track. For the first year or so of operation the road was supplied with three engines each from its two owners, the Clover Leaf and Grand Trunk Western. Its first new power was six Baldwin compound 2-6-0s built in 1904. Eight more Moguls followed before the line bought its first 2-8-0 in 1913, the same year it got a pair of 0-6-0s to supplement a couple of older switchers.

The Shore Line's first real "turn over" in motive power came in 1923 when new Consolidations replaced some of the Moguls. (A statistical mystery exists here, as the company records show one of those replaced engines as number 11, a 1912 Alco 2-6-0, but a photo exists showing the 11 as a 4-4-0.)

In 1924 came the first "big power," three handsome Baldwin-built USRA-design light Mikados with Elesco feedwater heaters. The engines more closely resembled the USRA Mikes of parent GTW than those of other parent Nickel Plate. Another nearly identical Mike, 24, was added in 1925, and in 1928 Baldwin delivered four more Mikes of essentially USRA specs but having a rakish slant-front cab and pilot deck extended forward to accommodate a pair of cross-compound air pumps. An outside-bearing pilot truck and Delta trailing truck gave numbers 25-28 a heavy modern look, belying their USRA light Mike origins.

MIKADOS WERE THE MAINSTAY of D&TSL road power. All were original or modernized USRA light design. No.32 (above) was the last of three 1937 Limas with vestabule cabs, shown at GTW's Ferndale Yard in 1946. No.25 was at Lang in 1947.

WILLIAM J. MILLER



During the 1920s a pair of big 0-6-0s and four heavy 0-8-0s were added to the roster, along with four USRA-design 0-8-0s delivered by Alco in 1927. The Depression took its toll on the Shore Line, and all of the remaining Moguls and two of the earlier 2-8-0s left the roster.

The last new steam locomotives bought by the D&TSL were three distinctive Lima Mikes of 1937. Although their boilers were of obvious USRA heritage, a big vestibule cab and the lack of the Elesco feedwater along with a slightly lopsided front resulting from one air pump on the left side of the pilot deck gave them a highly individual appearance.

The Shore Line took a lot of pride in its motive power, and their locomotives were not painted your standard engine black. Instead, the cabs, boiler jackets, domes and tenders were Biscay green with metallic brown cab roofs. The wheels, frames and undercarriages were black enamel, while the smokebox and boiler front were "standard front end black." The inside of the bell was vermillion and all lettering and numbers were aluminum leaf. They were very attractive engines.

Steam era operations

Engine facilities in the late 1940s and early 1950s were at Lang and Dearoad yards, each having a 100-foot turntable. There was an Ogle 300-ton steel coaling tower at Lang and a 70-ton tower at Dearoad. Water facilities were at New York Avenue and Lang at Toledo, plus Monroe, South Rockwood and Dearoad. The 18-stall roundhouse at Lang was the first one built in the Toledo area that provided for the free steaming of locomotives. With this system of house-supplied steam, the fires could be dropped and the engines still kept hot; this kept the building free from smoke and exhaust gasses.

An 0-8-0 switcher was in use around the clock at Dearoad, and normally an extra yard engine was ordered for 10:30 p.m. to aid in the yard chores and shove road jobs up Delray Hill on the Wabash. Six months out of the year the Shore Line also operated a Puller from Dearoad to the GTW at East Yard, an assignment which usually drew one of the older Mikados.

At Lang Yard there were usually three or four engines—0-8-0s and 0-6-0s—used to switch the yard and the freight house at New York Avenue. Prior to 1968, all Toledo railroads delivered to and pulled their own cars from Lang Yard. The Pere Marquette, C&O/Hocking Valley, W&LE, Nickel Plate, Wabash, Michigan Central, NYC, T&OC, Pennsy and B&O would all deliver to the yard, take their power to the roundhouse, have it turned, take on water and then pull their outbound interchange tracks. The only delivery made by the Shore Line was to the Toledo Terminal with cars for the Ann Arbor, DT&I and TA&W.

There was plenty of business over the road, too, with Mikados handling most of the manifests. The most interesting jobs were the joint D&TSL/GTW Lang-Port Huron run-throughs 501/502 and 503/504. Train 501 was ordered out of Port Huron for 7:00 p.m. and operated through to Lang with a GTW crew and GTW 3700-class Mikado. It would then turn around and return to Port Huron as 502, all within the crew's 16-hour tour of duty. At the same time, D&TSL 504 would be ordered at Lang for 7:30 p.m. with one of the Lima Mikes. The Shore Line crew would operate through to Port Huron and return as 503, again, all within the crew's working day. If 504/503 was extremely heavy, it would often be doubleheaded on the GTW from East Yard to Port Huron; in such cases the D&TSL engine and crew would always be in the lead. This may seem like an unusually long run, but keep in mind that in those days the running time between Lang and Dearoad was only 50 minutes.

Two other regular jobs were operated

D&TSL All-Time Steam Roster

No.	Type	Builder	Date	Weight	Disposition
1	2-6-0	Baldwin	1904	107 tons	Scrapped 8-21-29.
2	2-6-0	Baldwin	1904	107 tons	Sold to Hyman-Michael 6-12-34.
3	2-6-0	Baldwin	1904	107 tons	Sold to Hyman-Michael 6-12-34.
4	2-6-0	Baldwin	1904	107 tons	Sold to GTW in 1925.
5	2-6-0	Baldwin	1904	107 tons	Sold to GTW in 1925.
6	2-6-0	Baldwin	1904	107 tons	Scrapped 8-21-29.
7	Locomotive known to have existed, no data available.				Sold to NYC&StL 1923.
8	2-6-0	Baldwin	1911	?	Sold to NYC&StL 1923.
9	Same as No. 7.				Sold to GTW 1923.
10	Same as No. 7.				Sold to GTW 1923.
11	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
12	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
13	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
14	4-4-0	Alco	1912	107 tons	Sold 9-27-29. On records as 2-6-0.
15	2-8-0	Baldwin	1913	133 tons	Sold to F.J. Howell, Buckeye Steel Castings, Columbus, Oh., 3-31-52.
16	2-8-0	Baldwin	1913	133 tons	Sold to F.J Howell 11-30-36.
17	2-8-0	Baldwin	1913	133 tons	Retired 9-30-39.
18	2-8-0	Baldwin	1923	133 tons	Retired 11-30-52.
19	2-8-0	Baldwin	1923	133 tons	Retired 4-30-52.
20	2-8-0	Baldwin	1923	133 tons	Sold to F.J. Howell, Buckeye 3-31-52.
21	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J. Howell.
22	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J Howell.
23	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J. Howell.
24	2-8-2	Alco	1925	250 tons	Retired 11-18-52. To F.J. Howell.
25	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52. To F.J. Howell. Became Sydney & Louisburg 104.
26	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52. To Andrew Merriles, Toronto. Became S&L 103.
27	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52.
28	2-8-2	Baldwin	1928	267 tons	Retired 12-31-53.
29	No Engine On Roster By This Number.				
30	2-8-2	Lima	1937	283 tons	Retired 12-31-53.
31	2-8-2	Lima	1937	283 tons	Retired 12-31-53.
32	2-8-2	Lima	1937	283 tons	Retired 12-31-53. Became S&L 105.
101	Same as No. 7				Sold to GTW 1925.
102	0-6-0	Baldwin	1905	90 tons	Sold 8-1-29.
103	0-6-0	Baldwin	1913	90 tons	Sold 8-1-29.
104	No Record of Engine On Roster By This Number.				
105	0-6-0	Baldwin	1913	90 tons	Sold to Newton Steel 12-31-29.
106	0-8-0	Alco	1918	163 tons	Sold 1-28-53. Became S&L 84.
107	0-8-0	Alco	1918	163 tons	Sold to F.J. Howell 3-31-52.
108	0-8-0	Baldwin	1924	169 tons	Retired 11-30-52.
109	0-8-0	Baldwin	1924	169 tons	Retired 4-30-52.
110	0-8-0	Alco	1925	171 tons	Retired 12-31-53. Became S&L 86.
111	0-8-0	Alco	1925	171 tons	Retired 11-19-52.
112	0-8-0	Alco	1927	185 tons	Retired 12-31-53.
113	0-8-0	Alco	1927	185 tons	Sold to Andrew Merriles 4-30-52.
114	0-8-0	Alco	1927	185 tons	Retired 11-18-52.
115	0-8-0	Alco	1927	185 tons	Sold to F.J. Howell 11-18-52. Actually second 115.
116	0-6-0	Alco	1922	100 tons	Sold to F.J. Howell 11-30-36. Became PH&D No. 40
117	0-6-0	Alco	1922	100 tons	Sold to F.J. Howell 11-30-36. Originally 115, renumbered 117 in 1927.

Nos. 11-14 appear on company records as 2-6-0s, but photo shows No. 11 as a 4-4-0; others are likely the same.

Compiled by Charles Geletzke, Jr., from D&TSL records.

HOWARD A. AMELING COLLECTION

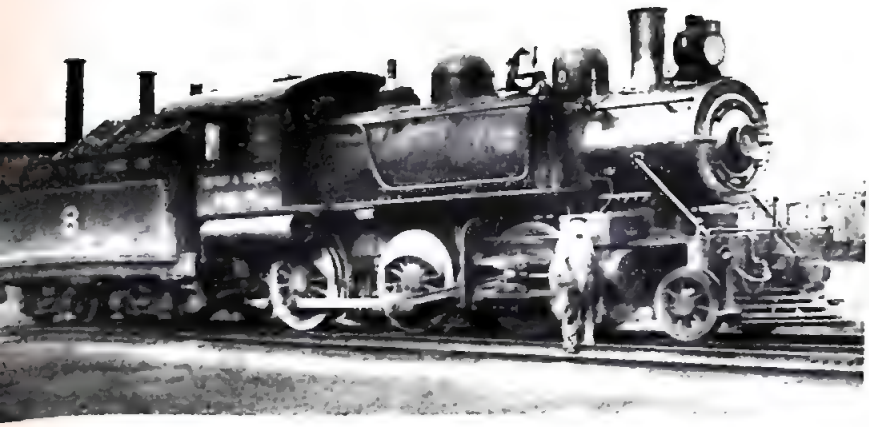
as turnarounds between Lang and D&M Yard on the GTW on Detroit. (That "D&M" stands for Detroit & Milwaukee Ry., one of the GTW's predecessor lines. D&M Yard is on the GTW's Holly Subdivision—the main line to Durand—just west of Milwaukee Junction in Detroit.) Train 521/520, "The Flint," was ordered for 10:30 p.m. at Lang with loading destined for Flint, Michigan. When traffic was heavy, an Advance 521/520 was ordered for 8:30 p.m. on duty at Lang. Train 513/512 was ordered for 4:30 a.m. at Lang to handle Durands and Pontiacs to D&M Yard.

The only road job with a D&TSL destination was 511, out of Lang at 11:00 a.m. and running to Dearoad where it would turn around and return as 510. Extra trains were called as they were needed.

The Shore Line operated four and sometimes five locals a day with steam. The real marathon job was the 5:30 a.m. Monsanto Local out of Lang. Known as the "Mary Ann Local," this job worked 16 hours and so earned the nickname "All day/All night, Mary Ann!" After arriving at Monsanto, it would switch all industries between Edison and Dearoad. Later it would pull the DT&I interchange at FN Tower and then spend several hours switching refuse into "the Marsh" at Monroe, the landfill that North Star Steel is now built upon.

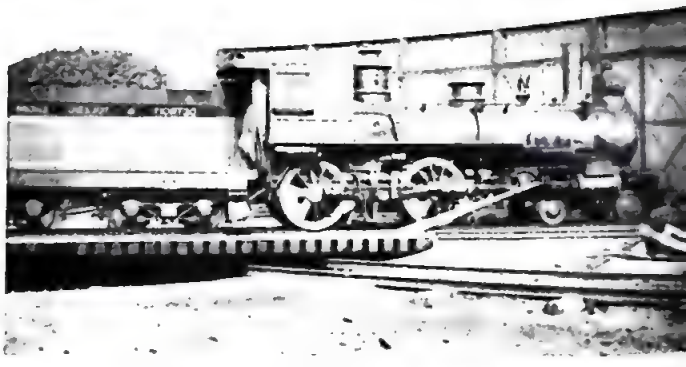
There was a Second Monsanto Local ordered at Lang for 12:45 p.m. that switched only the Monsanto complex. A third local would spend the day switching the sand plant at Rockwood, and a fourth would do the same at the paper mill at Monroe. When work was ex-

C.T. STONER



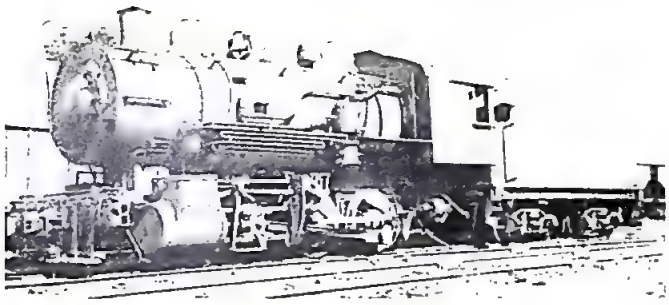
MOGULS DOMINATED the D&TSL's roster until the 1920s. No.8 was a husky 1911 Baldwin that was sold to parent Nickel Plate in 1923.

F.D. CAIRNS

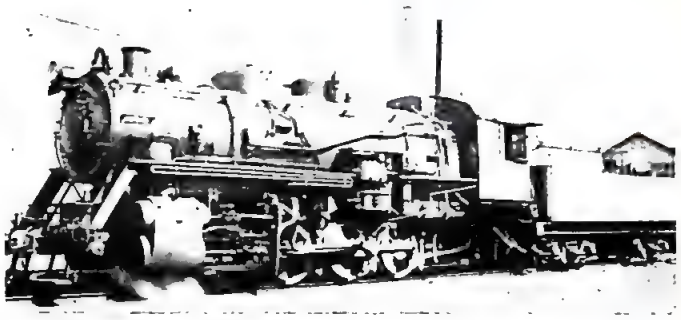


AN APPARENT ERROR in the company records has No.11 listed as a 2-6-0; 1912 Alcos 11-14 were probably all 4-4-0s like this one. The D&TSL's first Mikados were three 1924 Baldwin USRA light copies, 21-23; classic No.22 takes water at GTW's Milwaukee Jct. (right) in 1947. Later D&TSL Mikes had Delta trucks and different cabs.

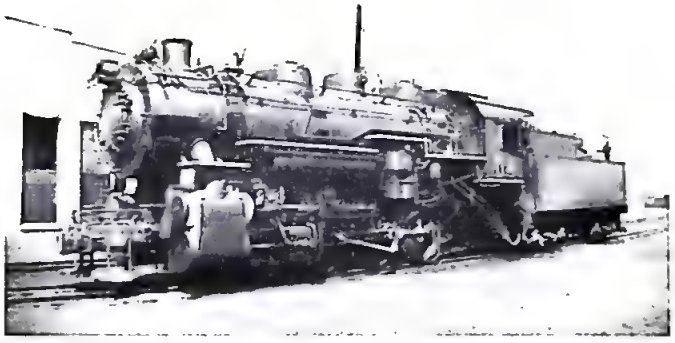
TWO PHOTOS, HOWARD A. AMELING COLLECTION



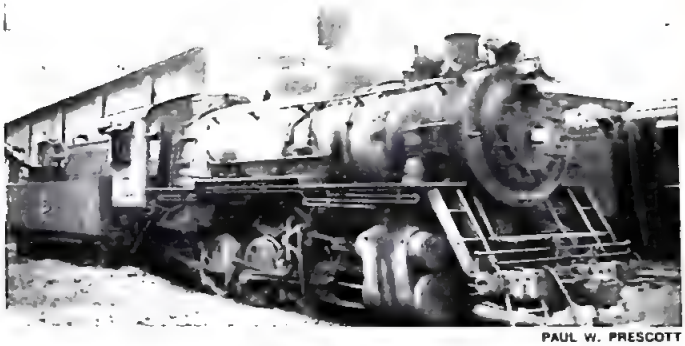
HIGH-STEPPING 17 was typical of D&TSL 2-8-0s (**left**). It was photographed on May 27, 1936, at Lang, the same day as 0-6-0 116, which within a year became Port Huron & Detroit No.40. The 114 is a classic USRA 0-8-0 copy, posted at Lang in 1947.



USRA IN SPIRIT but differing in details, No.110 was also at Lang on May 27, 1936. It was one of five D&TSL engines to go to the Sydney & Louisburg in Nova Scotia in the early 1950s. It was at Whitney Pier, N.S., as S&L 86 (**below**) on July 18, 1955.



WILLIAM J. MILLER



PAUL W. PRESCOTT

tremely heavy, a fifth "clean-up" local was run to handle any left-over tasks. All of these locals usually drew Consolidation or one of the older Mikes.

Dieselization came rapidly in 1951 and 1952, and the last Shore Line engine to operate under steam appears to also have been its newest engine, Mikado 32, sometime in the fall of 1952.

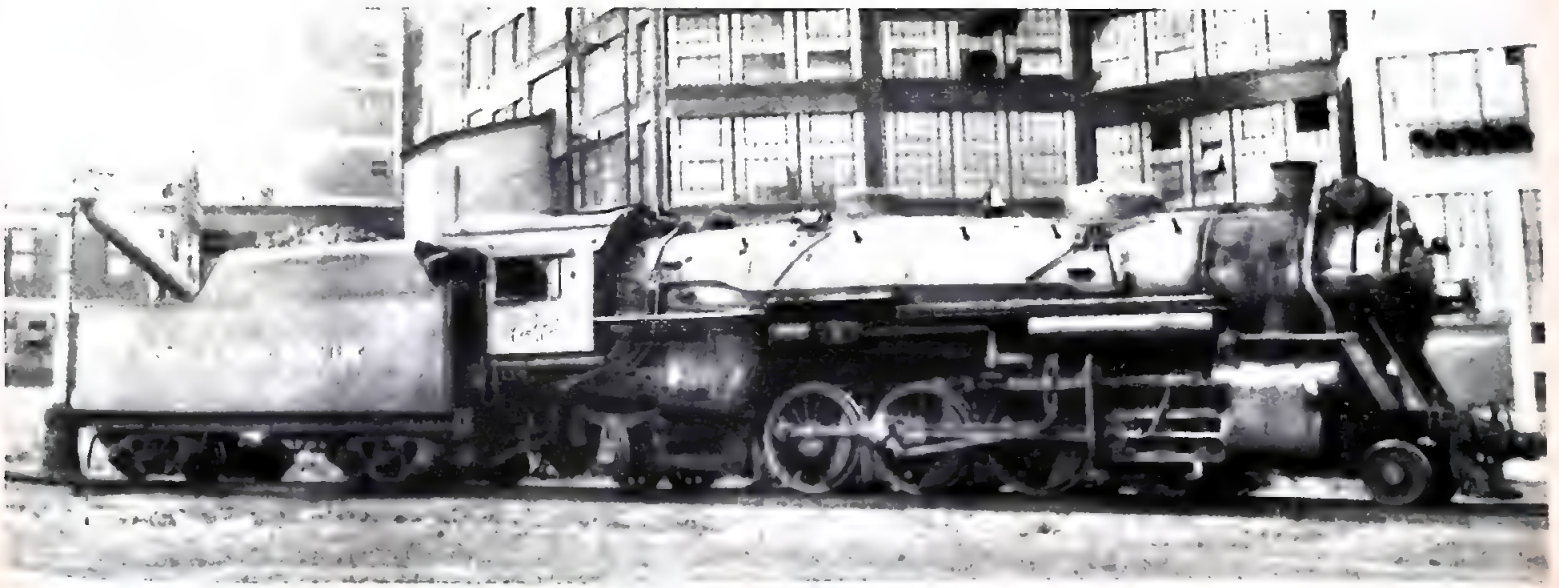
Beyond the end

Interestingly, the end of steam on the D&TSL was not the end of D&TSL steam. Five Shore Line engines, Baldwin Mikados 25 and 26, Lima Mikado 32 and 0-8-0s 106 and 110, were sold via equipment dealers to the Sydney & Louisburg at Glace Bay, Nova Scotia. The three Mikes became S&L 104, 103 and 105, respectively, while the 0-8-0s became S&L 84 and 86 (S&L 85 was an ex-Wabash 0-8-0).

The Sydney & Louisburg, primarily a coal hauler for Old Sydney Collieries Ltd., had begun a program of supplementing its own roster of relatively small power with big engines from the States acquired at bargain-basement prices. The five D&TSL engines joined the company of Tennessee, Alabama & Georgia; Cambria & Indiana; C&EI; and NYC 2-8-2s, as well as the aforementioned Wabash and P&LE 0-8-0s. The D&TSL 32 was the last steamer purchased by the S&L (in 1954), and it operated until the arrival of ex-Minneapolis & St. Louis RS1s on the L&S in 1960.

In steam as in diesel, the Detroit & Toledo Shore Line has made a far greater mark on the railroad scene than its 46.98 miles would tend to imply. ⊂

WILLIAM J. MILLER



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Camera Bag

BY JIM BOYD

Slide killers revisited

Our printing in the last issue of Doug Howard's warning about the potential hazards of certain types of clear plastic slide holders, "Slide killers," has generated a lot of mail and phone calls. Permit me to share some of that information here. The first comes from Doug Howard, himself:

"I made one mistake in that article which I wish to correct. The ideal storage temperature and humidity isn't necessarily 55/55. It varies with slide type and manufacturer. Eastman Kodak offers a booklet Kodak Tech Bits P-3-79-1, *The Preservation of Transparencies*, which covers storage of Kodak materials; it is 30¢ and can be ordered from Eastman Kodak Co., Dept. 412-L, Rochester, NY 14650. (Kodak advises that they do have this booklet, but that it is in relatively short supply.)

"After my article was written, I subsequently received a brochure from DW Viewpacks, Inc., 113 W. 85 St., New York NY 10024. DW is a British firm new selling a line of U.K.-made vinyl pages which they claim are free of the problems of other vinyl products. DW's advertising carries an endorsement from the Metropolitan Museum of Art and the Museum of Modern Art, both in New York, and the National Gallery in London. They may be worth looking into—DOUG HOWARD."

Wallace W. Abbey, a respected rail author and now director-corporate communications for Trailer Train, had some very interesting observations:

"Because we are developing a slide library here at Trailer Train, and also because my personal collection of slides is stored in large part in sheets of this nature, I became concerned enough to inquire into the question of whether these sheets do, in fact, attack color film. What I found is worth sharing with you and with others.

"I found among the slide sheets in my library six different brands. There were five versions of the transparent flexible sheets which hold 2x2 slides or strips of film in 'pockets.' I found these brands: VPD type FHV-20, manufactured by Joshua Meier Division, North Bergen, New Jersey; VIS.; Star-D No. ST-10; a sheet marked only FPP-7; and a sheet identical to the FPP-7 but without identification of any sort. The sixth sheet was the VPD No. XSD-11, a rigid, translucent variety which holds slides in place through a sort of spring-clip action. This sheet is made in Japan.

"Since the National Archives and Record Service was mentioned prominently in the original article of Doug Howard, I sent the six sheets to the National Archives in Washington, along with a copy of Mr. Howard's article. Let me sum up the information which I received from one of the National Archives' chemists: (1.) The National Archives hasn't, as Mr. Howard reports, involved itself with Eastman Kodak nor with any plastics manufacturers in attempting to overcome 'problems' with its film-storage materials, at least officially. (2.) The chemical reactions between plastic storage materials and film, if any, are inaccurately described by Mr. Howard. He tends to leave the impression that all 'plastics' used in film-storage sheets are vinyl chloride. (3.) For optimum preservation, film should be kept away from any 'plastic' which has chlorine in its formula, such as vinyl chloride. Mr. Howard is essentially correct that PVC may be dangerous in that, in the presence of heat, moisture may cause it to release hydrochloric acid which may attack the film. PVC ultimately will decompose. Low temperatures and low humidity — 30% to 40% relative humidity at most, not the 55% which Mr. Howard recommends — are the best means of preserving processed film. (4.) Upon being tested in an infrared spectrophotometer, all six of the slide sheets which I had sent to the National Archives turned out to be not PVC but polyethylene. A totally different 'plastic' than PVC, polyethylene is harmless to film under normal conditions of cleanliness and care.

I don't mean to suggest that there aren't slide-file sheets made of PVC. I'm only saying that the six varieties which I've found in photo stores in the Chicago area aren't PVC.

Here's a safety check which the National Archives' chemist suggested to me: Place together, under pressure, one of your 'plastic' slide sheets and a sheet of paper upon which something has been copied using a dry-image copier such as Xerox. Leave the two

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items in contact with each other for a day or so. Then separate them. If they tend to stick, if the imaging material from the paper tends to adhere to the 'plastic', you've got a potentially dangerous slide protector. The reaction will take place if the 'plastic' is PVC. It won't happen if the 'plastic' is polyethylene. Have you ever had a Xerox copy stick to the cover of a loose-leaf vinyl notebook? This is the reaction to look for. If you find it, get rid of that brand—WALLACE W ABBEY."

Railfan/photographer Mike Brestel of Western Hills Photo and Hobby in Cincinnati also had some commentary:

"I've been reading with great interest the recent comments in R&R, RMC and countless other railroad-oriented publications concerning the danger inherent in using vinyl and PVC slide pages. I would like to thank you and the others for bringing national attention to this problem. The photo publications seem have known about this situation for some time, but have not spoken up for some reason.

"I would like to add personal confirmation of the destructive nature of even the best vinyl pages such as VPD and VIS brands, and recommend an alternative page with which I am very pleased. Print File Negative and Slide Preservers are made of polyethylene, an inert, clear, flexible plastic which experts from Kodak have declared safe for negative and slide storage. They are widely available at photo stores across the country in formats for 2x2 slides, 2¼x2¼ slides, and negative formats from 35mm to 8x10. Retail cost is at present about 25¢ per page, cheaper than all but the most scummy vinyl pages. Print File is manufactured by Photo Plastic Products, PO Box 17638, Orlando, FL 32860—MIKE BRESTEL."

While we at R&R have not been able to personally evaluate all the materials discussed here, we *have* discovered some instances of slides being damaged in "plastic" holders. Since it is obvious that much controversy exists about this topic, the best we can recommend is to be aware that the *potential* for a problem exists, and that if you are aware of it you can pursue your own preventive measures. The best tests for the potentially harmful holders are a strong "plastic" smell and the appearance of "wetness" in the empty pockets. Let's hope you don't find any problems in *your* slide filing system.

Markers

BY JIM BOYD

Celebrating 50 years

On January 25, 1981, railfans and the general public were on hand at the old DL&W Hoboken Terminal to celebrate the 50th Anniversary of the completion of the Lackawanna suburban electrification. Members of the Tri-State Chapter NRHS presented a handsome commemorative plaque to be permanently installed in Hoboken Terminal, and there were speeches by rail historians and state rail officials. On hand were New Jersey DOT Commissioner Louis Gambaccini, N.J. Transit Director of Rail Electrification Robert Keith and N.J. Transit Executive Director Jerome Premo, who talked about the line's past accomplishments and the progress being made on the re-electrification project—scheduled for completion in late 1982 or early 1983.

Wes Coates, author of our Lackawanna article in this issue, was on hand, and his *Suburban Electrification DL&W* published by the Jersey Central Chapter NRHS was the "official" souvenir booklet of the day. One of the people instrumental in the production of that book, railfan and retired printer Homer Hill, was honored for being aboard one of the "first runs" of the electrics, the January 6, 1931, innaugural of the Gladstone Branch.

Ironically, there were no electrics operating out of Hoboken on the celebration Sunday—Super Bowl Sunday—with diesel-powered push-pulls covering all the normally-electric schedules. The reason was probably the de-powering of the overhead to permit line work. Another possibility, though, was that the railroad simply wanted to put as few miles as possible on the ancient

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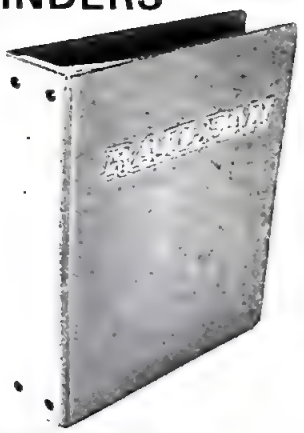

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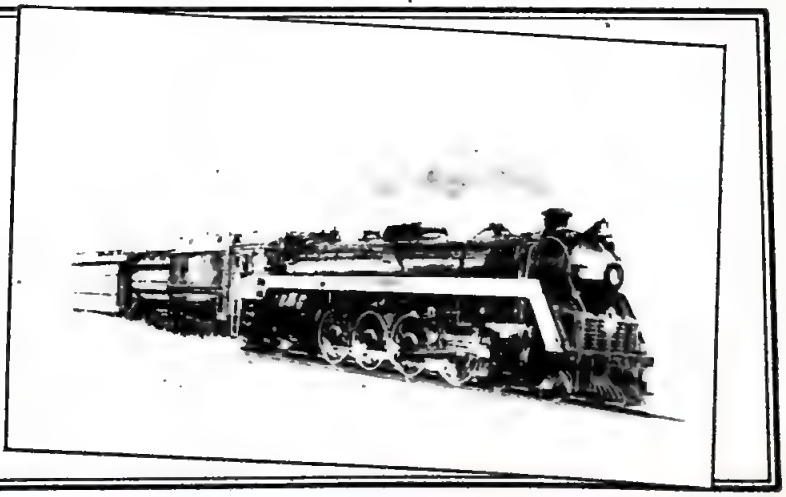

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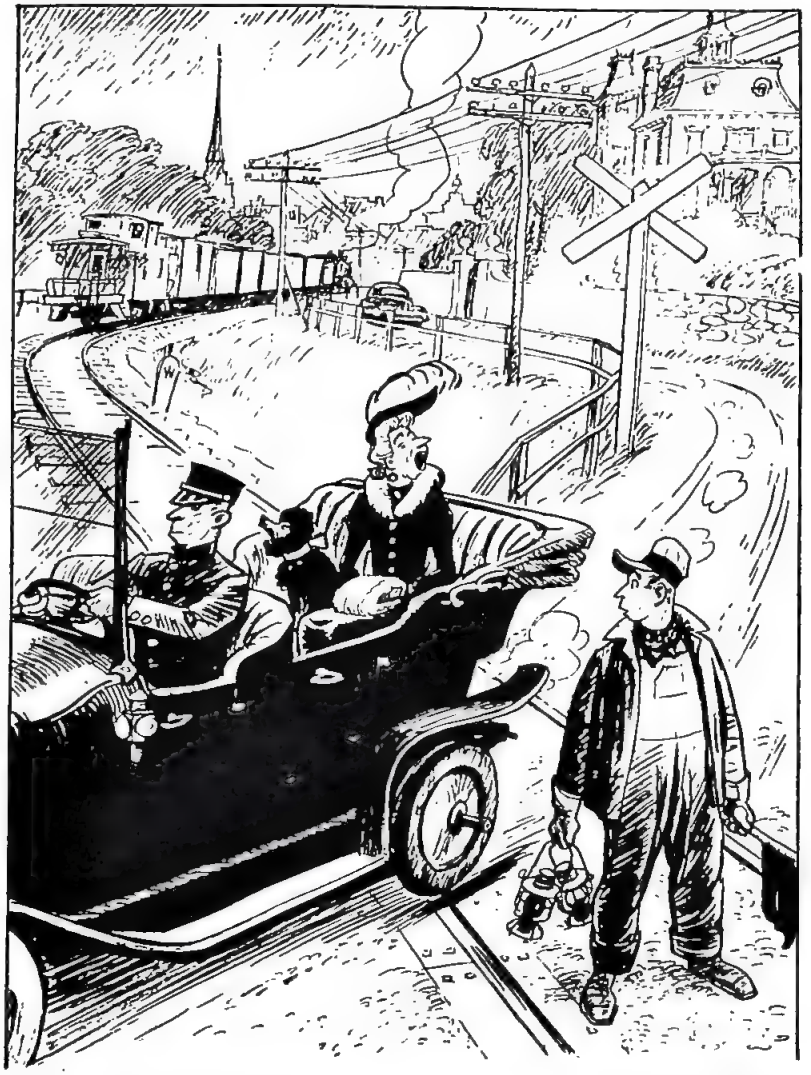

Not in the Wheel Report **By JOSEPH EASLEY**

"No wonder they've paid no dividends for thirty years . . . men standing around doing nothing!"

cars during the winter weather; the big green m.u.s. that were the byword of reliability a decade ago have become increasingly susceptible to failure in bad weather. They are showing their age, and, quite justifiably, no one wants to invest in an expensive overhaul of equipment that has only another year or two of expected life.

The policy of repainting the m.u.s into orange or red has been stopped, although the interiors are still being fixed up. This means that the fleet will end within a couple of years looking very much as it does today. Railfanning these historic cars may become more difficult, however, as plans are to de-energize the catenary on weekends and during all but the rush hours on weekdays to permit the extensive overhaul and conversion to 25KV insulation of the overhead. Busses, not diesel trains, are expected to provide the substitute service.

To help fill in some of the gaps in the photography needed for this issue, I took a weekend and a couple of weekday evenings to cover the Lackawanna electrics. I've lived within an hour's drive of this line for over ten years and never fully appreciated the classic beauty of the Lackawanna electrics. They were so predictable and "permanent" that they could be taken for granted, but with their replacement guaranteed but coming

Railfanning is:

Considering anything with more ground clearance than a sportscar to be an "all-terrain vehicle."

slowly, we will all have a chance to give them the attention they deserve before they're gone.

Incidentally, Wes Coates' text for the article beginning on page 48 was originally published in the January 1981 issue of the *Jersey Central Lines* magazine of the Jersey Central Chapter NRHS and has been reproduced with their permission.

Gorton T. Wilbur

We were saddened to hear of the passing of Gorton T. Wilbur on March 18. He was the last associate editor of *Railroad* Magazine and a close friend of its editor, Freeman Hubbard. Gorton was also the resident New York vice president of the Railway & Locomotive Historical Society and was very active in that city's railfan community.

Greetings from the D&TSL

A few years ago, before RAILFAN came into being, my part-time work at Carstens was with RAILROAD MODEL CRAFTSMAN, but my full time duty was to function as the production editor for FLYING MODELS, a magazine dealing with all aspects of the model airplane and radio control hobbies. One of the more entertaining aspects of the job was the need to travel to three or four model airplane or model boat contests each year—this usually gave the opportunity to do a little railfanning along the way.

On one such occasion in 1975, I was covering a model boating meet in Toledo, Ohio, when I met a model boater named George Young. George, it turned out, is a locomotive engineer for the Detroit & Toledo Shore Line. While I would have no opportunity to railfan the D&TSL on this trip other than the quick blitz of Lang engine terminal, I knew that my friend—now RAILFAN projects editor—Bob Mohowski would be leaving New Jersey in the next couple of days headed for Michigan and the lake carferries. Bob had told me sometime earlier that one of his "targets" for this trip would be on the D&TSL. I mentioned this to engineer Young, and told him to be on the lookout for him. Observing that he would be working the daytime Local, George thought it would be very likely that they'd encounter his train, so he jotted down my description of Bob, his truck and his companions. Bob was already on his way west by the time I returned to New Jersey, and I didn't get a chance to tell him to watch for a certain D&TSL engineer.

A couple of days after my encounter with George at the model boat meet, he was running the Local up around Rockwood when he spotted Bob's yellow truck and the three railfans pointing cameras at his train from a grade crossing. George waved and yelled, "Hi, Bob!"

As the shutters tripped and film advanced, Bob Mohowski almost thought he heard the engineer of the D&TSL Local holler "Hi, Bob!" Impossible. He didn't know anybody on the D&TSL and had certainly never seen that engineer before. It must have been something else.

The railfans jumped into the truck, took off northward after the Local and set up at the next crossing. The Geep slowed and came to a stop just as it reached the railfans; the head brakeman went ahead to line a switch and the engineer dropped off the engine and approached the camera-toting trio. With a wide grin and a handshake he walked right up to Mohowski and said, "Hi, Bob. How's the trip coming? I see you brought John Treen and Mike Grout along, too."

They were thunderstruck! Not only did this perfect stranger know Bob, he knew John and Mike on sight, as well. As the three tried to come up with something coherent to say out of their stunned silence, George couldn't keep a straight face any longer. "Jim Boyd was out here last weekend and said you'd be heading this way," he laughed.

It'll be a long time before Bob, John and Mike forget that day on the Shore Line!

KERMIT GEARY, JR.

CELEBRATING 50 YEARS of the DL&W electrics at Hoboken Terminal on January 25, 1981, were N.J. DOT Commissioner Louis Gambaccini (right) and N.J. Transit Executive Director Jerome Premo (left), posing with Wes Coates (center left), author of the anniversary booklet and our article on the electrics in this issue. Railfan photographer Homer Hill (right center) rode the first Gladstone run on January 6, 1931. The Tri-State Chapter NRHS donated a commemorative plaque for the Terminal.

Contributions and addresses

As you can see from the credits under each photo and the bylines on the articles, this magazine depends heavily upon its "outside" contributors. While the staff is quite active and provides a portion of the written and photographic material, it is still the reader/contributor who makes the magazine what it is. To reward these efforts, we pay upon publication for virtually all material submitted—you probably couldn't make a living writing for hobby publications, but it can help a little to underwrite your railfanning expenses.

MIKE GROUT

ENGINEER GEORGE YOUNG surprised three railfans near Rockwood in 1975 by calling out to them by name; none had ever met him before!

One of the nagging little problems I face with the completion of an issue is making out the "author requisitions", that is the list for our bookkeeper of the payment checks to be made out. Whenever I use material from an author or photographer who's new to the magazine, I try to be sure to get his address filed away for payment. However, one or two always seem to escape me during preparation and later require anywhere from minutes to hours of digging to locate the address. Since it is usually prepared in the last-minute chaos, RAILNEWS is generally where the problem of lost addresses becomes most noticeable. To help me out, *please* put your full name and address on not only your letter, but also on the back of *every* photograph. There are many places where your letter may stray after it has been rewritten for typesetting, but I can always locate the photos—especially the one used in the magazine. Putting your name and address on the back of each photo will ensure that your payment check won't be delayed while I search for an errant scrap of paper with your address on it.

We pay for every photograph used, so if you see one of your photos in the magazine and don't receive a check for it within a couple of weeks, drop me a line; the chances are I don't have your address. This is a particular problem with the old *Railroad* Magazine photo files; many of those photos have addresses missing or badly out of date.

A familiar name

Those of you who read magazine mastheads will notice a new but familiar name on ours in this issue. Chris D'Amato has been a frequent contributor to RAILFAN over the past few years, and this month he joined the Carstens crew as the full time associate editor for our sister publication RAILROAD MODEL CRAFTSMAN. Although he will be spending most of his working time on RMC, he now also wears the title of associate editor

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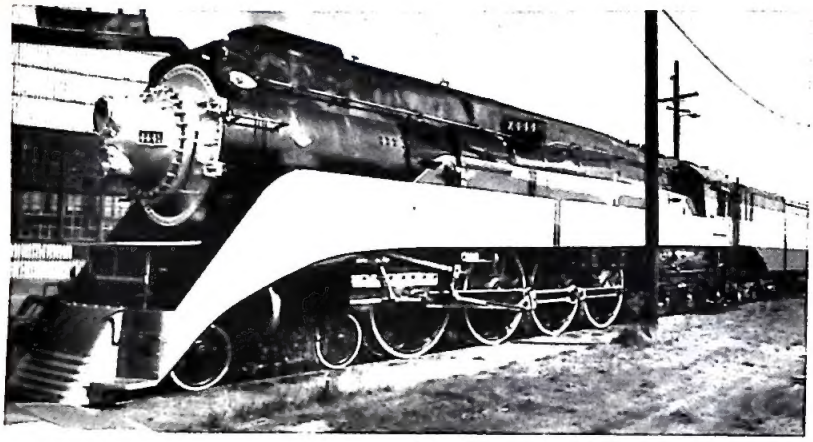

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for R&R and will be a frequent "hollering-through-the-wall" member of our staff and will assist during the final production stages of the magazine.

A native of Elberon, N.J.—within earshot of the N.J. Transit E8s on the New York & Long Branch—Chris is 23 years old and just recently married. Wife Susan is a good photographer who enjoys the railfan travels—including their honeymoon trip to Alaska that resulted in the WP&Y coverage in this and the next issue. Darn, I promised Chris I wouldn't mention that.

J-

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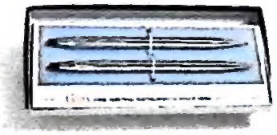

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